

FEDERAL TRANSIT ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for the

16th Street Mall Alternatives Analysis and Environmental Clearance

City and County of Denver, Colorado



Project: 16th Street Mall Alternatives Analysis and Environmental Clearance
Applicant: Regional Transportation District
Project Location: Market Street to Broadway, Downtown Denver, Colorado
Date: November 25, 2019

Introduction

The Federal Transit Administration (FTA) is the lead federal agency for this Project under the National Environmental Policy Act of 1969 (NEPA). The Regional Transportation District (RTD) and City and County of Denver (CCD) prepared the 16th Street Mall Alternatives Analysis and Environmental Assessment (EA) pursuant to NEPA, 42 United States Code (U.S.C.) 4321 et. seq., and 49 Code of Federal Regulation (CFR) Part 622 related to 23 CFR Part 771. The analysis, potential environmental impacts, and proposed mitigation measures are described in the EA, which was issued on April 15, 2019, and the associated EA Errata Sheet, which was issued in November 2019, and are hereby incorporated by reference in this Finding of No Significant Impact (FONSI).

Project Description/Alternatives Considered

RTD, CCD, Downtown Denver Partnership (DDP), and FTA (the Project Partners) propose to implement improvements to 12.5 blocks of the 16th Street Mall (Mall) to address infrastructure, mobility, safety, and public use needs between Market Street and Broadway in downtown Denver.

The EA examined alternatives and potential impacts associated with construction of the Project. Two alternatives and a design option were examined in detail in the EA: the No Build Alternative, the Locally Preferred Alternative (LPA), and the LPA Design Option, each of which are described in Section 2 of the EA. Based on the evaluation in the EA, the LPA (Project) is the NEPA Preferred Alternative (Selected Alternative) and does not include the LPA Design Option.

The Project includes rebuilding the Mall between Market Street and Broadway to provide the features described below and shown in Figure 2-4 in the EA:

- A new granite pavement system and underground infrastructure to replace the Mall's failing and deteriorating infrastructure will be installed to reduce safety concerns and the negative effects of frequent maintenance and repair activities to the Free MallRide service.
- New trees, in a variety of species that meet similar criteria to those used in the original design, will be planted in a suspended tree infrastructure that provides approximately three



times more soil volume for each tree than existing conditions, to ensure healthier growth and longevity of the tree canopy.

- An amenity zone, including vertical elements of trees and lights, and furnishings such as benches and chairs, will be installed to improve safety and reduce pedestrian/transit conflicts. Additional features to delineate pedestrian walkways from the transit way are detailed in Section 2 of the EA.
- Bulb-outs at cross streets will be constructed to reduce the crossing distance for pedestrians on those streets, except for instances where space is reserved for existing bicycle or light rail infrastructure.
- Wider pedestrian walkways will be provided to better accommodate pedestrian volumes. Pedestrian walkways will be a minimum of 10 feet wide, meeting CCD standards for a 10-foot, clear, unobstructed pedestrian path in downtown Denver, with a minimum 5-foot amenity zone with trees, lights, and furnishings separating walkways from the transit way. Pedestrian walkways will also be set back from the transit way a minimum of 5 feet to allow space for people to gather at bus stops without obstructing the pedestrian walkway.

Each of these features are detailed in Section 2 of the EA. Features specific to the historic character of the Mall are also described in the Section 106 Programmatic Agreement (PA) in Appendix C. RTD's current and planned levels of service for the Free MallRide will not change.

Public Involvement

EA Availability

Availability of the 16th Street Mall EA, for a 30-day agency and public review and comment period, was announced through an advertisement in the Denver Post, a press release sent to media outlets (Appendix E), emails to the Project mailing list, the CCD Mall Experience website, the RTD website, and the DDP website. The agency and public review and comment period lasted from April 15, 2019 to May 14, 2019. Hard copies of the EA and Draft Section 4(f) Evaluation were made available for public review during the comment period at the following locations:

- Federal Transit Administration, 1961 Stout Street, Suite #13-301, Denver, CO 80294
- RTD FasTracks Office, 1560 Broadway, Suite 700 – Front Desk, Denver, CO 80202
- RTD Main Office, 1660 Blake Street – Front Desk, Denver, CO 80202
- City and County of Denver Public Works Department, Wellington Webb Municipal Building, 201 West Colfax Avenue, 10th Floor – Finance Administrative Office, Denver, CO 80202



- Denver Public Library, Central Library, 10 West 14th Avenue, Western & Genealogy – 5th Floor Reference Desk, Denver, CO 80204

The EA was also available electronically on the City’s Mall Experience website at <https://www.denvergov.org/themallexperience>. RTD and DDP provided links on their websites to the City’s Mall Experience website.

Public Review and Comments on the EA

During the 30-day EA review and comment period FTA, CCD, and RTD held three public meetings to present the environmental impacts and mitigation measures contained in the EA and to provide an opportunity to comment on the Project.

The first two public meetings were held May 1, 2019 at RTD’s office at 1660 Blake Street, one at 12:00 p.m. and one at 5:00 p.m. The Project Partners presented a summary of the Project background, LPA features, and environmental and social resource impacts and mitigations. Display boards and tactile, embossed prints of the LPA, legible to sighted and visually impaired persons, provided additional information about the Project. Hard copy and electronic comment forms were available for meeting attendees to provide formal written comments on the EA. Forty-three (43) people attended the two meetings. The meeting flyer, presentation, and sign-in sheets are provided in Appendix E.

A third public meeting was held May 8, 2019 at 5:00 p.m. at CCD’s Wellington Webb Municipal Building to present the Project to members of the public who were deaf or hard of hearing. The Project Partners presented a summary of the Project background, LPA features, and environmental and social resource impacts and mitigations. Display boards and tactile, embossed prints of the LPA, legible to sighted and visually impaired persons, provided additional information about the Project. Hard copy and electronic comment forms were available for meeting attendees to provide formal written comments on the EA. Thirteen (13) people attended the third public meeting. The meeting flyer and presentation are provided in Appendix E.

A total of 157 public and agency comments on the EA were received through comment sheets, email, letters, or the Project website. Of the 157 comments, 14 were received at the May 1, 2019 public meetings. No comment sheets were received at the May 8 meeting. All EA comments received were considered, and responses to each comment are provided in Appendix A.

Outreach to People with Disabilities

In addition to the public involvement activities described in the EA, outreach to people with disabilities occurred throughout the Project, including a series of meetings held in early 2019 to discuss the Project with organizations representing people with disabilities. Appendix E contains a memorandum summarizing conclusions and recommendations regarding Project features that



would be effective in supporting members of the disabled community, along with meeting notes. The following meetings were held in early 2019:

- January 23, 2019 – A3, Council for the Blind
- January 31, 2019 – Colorado Commission for the Deaf, Hard of Hearing, and Deaf Blind
- February 11, 2019 – Colorado Cross Disability Coalition
- February 13, 2019 – Atlantis Community
- February 20, 2019 – Colorado Center for the Blind

Following public comments received on the EA regarding accommodations for people with disabilities, RTD and CCD staff provided presentations on the Project to RTD’s Advisory Committee for People with Disabilities (ACPD) on May 24, 2019 and August 22, 2019. ACPD sent a response letter to the Project team after the August 22, 2019 presentation, included in Appendix E, recommending coordination during the design process with organizations representing people who are blind or have visual differences. A commitment to conduct outreach to organizations representing the disabled community during subsequent design phases is documented in Appendix B.

Planned Outreach

The Project Partners will continue to coordinate with stakeholders during the final design process and construction phase. As described in the mitigation table in Appendix B, the Project Partners will form a Business Impacts Working Group and will conduct public outreach with organizations representing people with disabilities and the local community and region, communicate with businesses, property owners, and emergency service providers, coordinate with business organizations, and, per the stipulations in the Section 106 Programmatic Agreement (described in the “Cultural Resources/Section 106 Finding” section of this FONSI), continue Section 106 consultation during the design phase.

Mitigation Measures to Minimize Impacts

Measures that will be undertaken by the Project Partners to minimize impacts as a result of the proposed Project are presented in Appendix B. The EA identified mitigation for the following resources: Economic Conditions, Cultural Resources, Visual and Aesthetic Resources, Public Safety and Security, Stormwater, Noise and Vibration, Air Quality, Utilities and Infrastructure, Parklands and Recreational Resources, Social Conditions and Community Facilities, Hazardous Materials, Environmental Justice, Transit Operations, Traffic Operations, Pedestrian Facilities, and Bicycle Facilities. For all other resources, no direct, indirect, or temporary construction impacts are anticipated, and mitigation is not necessary. CCD and RTD will be responsible for



complying with local and state regulations, as well as for carrying out these mitigation measures during the design and construction phases of the Project.

Determination and Findings

Impacts identified in the EA are summarized below. The following environmental resource categories are not present in the study area: Wetlands/Waters of the United States, Biological Resources (Wildlife, Natural Vegetation, and Threatened and/or Endangered Species), Floodplains, Section 6(f) resources, Farmlands, and Mineral Resources/ Geology/ Soils, and Acquisitions and Displacements. The Project will occur only in existing transportation right-of-way. The following resources were evaluated in detail in the EA to determine the severity of impacts. Measures that will be undertaken to avoid or minimize impacts as a result of the proposed Project are presented in Appendix B.

- **Economic Conditions:** During construction, up to 370 businesses adjacent to the Mall may experience temporary disruption of pedestrian flow, noise, and restricted or changed access, which may result in a temporary decline in sales of 20 to 40 percent and a temporary decline in sales tax revenue to CCD and RTD. CCD will ensure the construction contractor adheres to CCD ordinance and standards for maintaining access to adjacent properties during construction. (See Appendix B for further details on Project commitment/mitigation measures.) After construction is completed, it is anticipated that the Project will result in long-term, direct, positive impacts to business revenues adjoining the Mall. No permanent direct changes in access to any businesses will occur because of the Project. Any business access affected during construction will be restored in the same location and manner as before construction. Therefore, there will be no negative direct impacts to local business associated with the Project.
- **Cultural Resources/Section 106 Finding:** FTA initiated Section 106 consultation with the Colorado State Historic Preservation Officer (SHPO) and other consulting parties in June 2017. FTA and RTD held 11 consulting party meetings between June 2017 and May 2019 (inclusive) to discuss the definition of the Project Area of Potential Effects (APE), historic properties identified within the APE, the alternatives analysis, LPA design options, and measures to minimize harm to the Mall (see Section 5.3 of the EA for summaries of meetings 1 through 10). The consulting party meeting on May 15, 2019 discussed consulting party comments on the draft Programmatic Agreement (PA), which stipulates measures to minimize harm. The comments received on the draft PA and the minutes from the May 15, 2019 meeting are provided in Appendix D.

Thirty-two historic properties either listed or eligible for listing on the National Register of Historic Places (NRHP) were identified within the APE for the Project. Through the Section 106 process, it was determined that the Project will result in a finding of No Adverse Effect



to 30 historic properties, No Historic Properties Affected to one archaeological site, and an Adverse Effect to the historic 16th Street Mall (5DV.7044). The Adverse Effect to the 16th Street Mall results from alterations to the pavement pattern and materials, changes to tree species and locations, additional trees, additional lighting, removal of the median in the center-running blocks, removal of the small median with the light standards in the asymmetrical blocks, changes to the transit way alignment, and removal of the below-ground tree boxes and drainage system.

Based on the adverse effect criteria found at 36 CFR § 800.5(a), FTA finds that the Project will have an Adverse Effect on the 16th Street Mall, and the SHPO concurred with this finding on June 5, 2018. To ensure resolution of adverse effect on the Mall, FTA, in consultation with the SHPO, Advisory Council on Historic Preservation (ACHP), and other consulting parties, prepared a PA, which outlines the design commitments and subsequent design review and consultation process (Appendix C). Execution of the PA and continued compliance with its stipulations demonstrates FTA compliance with Section 106 requirements.

- **Visual and Aesthetic Resources:** The Project will result in minimal visual and aesthetic impacts due to the change in appearance of the Mall when viewed from adjacent buildings. Temporary visual disturbances are expected during construction and include mechanized equipment, lights for evening work, material storage and delivery, and removal of excavated material seen to varying degrees by viewers near the construction area. The temporary loss of tree canopy will leave a more open environment, less shade, and a reduced sense of enclosure while the new trees mature. The temporary loss of trees and tree canopy will be mitigated consistent with CCD Executive Order 123, Chapter 8, City Tree Preservation. Additionally, construction will be phased to limit the duration of major construction activities directly in front of single properties, and nighttime construction lighting will be directed downward to reduce impacts on adjacent properties, to minimize temporary visual disturbances. (See Appendix B for further details on Project commitment/mitigation measures.)
- **Public Safety and Security:** The Project is designed to address safety hazards, reduce crime, and improve conditions for pedestrians and vehicles, which will result in long-term positive impacts to public security and which are predicted to improve public safety. Physical delineation between transit and pedestrians will be improved, and the design will adhere to CCD and Americans with Disabilities Act (ADA) standards for accessibility. CCD and RTD will conduct outreach to organizations representing the disabled community regarding components of the Mall design related to accessibility and will implement a third-party review to verify the Project complies with ADA requirements. The Project will be subject to the thorough Safety and Security Certification process required by FTA for all transit projects.



During construction, roadway closures and detours may cause temporary impacts to police, fire, and emergency providers. To minimize these temporary impacts, emergency service providers will be given detour information to ensure maintenance of access during construction, and the Transportation Management Plan (TMP) will include protocols for detours and communication. CCD, in coordination with RTD, will implement the FTA Safety and Security process during construction. (See Appendix B for further detail on Project commitment/mitigation measures.)

- **Land Use:** The Project will not result in short-term or long-term adverse impacts to current or future land use. The Project will complement and enhance the current zoning and land use plans envisioned for the downtown Denver area.
- **Stormwater:** The Project will not add additional impervious surfaces; therefore, it will not result in an increase in concentration of pollutants. The Project will implement a surface and sub-base drainage system that will discharge runoff to the storm sewer system. The design of the drainage system will comply with the *CCD Public Works Standards, Details, Manuals, Plans & Studies* (CCD, 2017a) and other applicable CCD design criteria.

Temporary construction impacts, such as soil erosion, sedimentation, and overflow from construction site runoff, will be avoided and minimized through implementation of a stormwater management plan. In addition, a spill control plan will be developed to layout protocols to avoid and minimize the unwanted release of substances during construction. (See Appendix B for further detail on Project commitment/mitigation measures.)

- **Noise and Vibration:** The downtown environment has multiple sources of existing ambient noise, including traffic, pedestrians, and businesses along the Mall. Because the transit way will be shifting away from the building face in most cases, that shift will not result in increased noise to noise-sensitive resources. In places where the transit way shifts 3 feet closer to sensitive resources, it is unlikely that the limited change in distance will noticeably increase the noise levels of the transit way experienced by those sensitive resources. The Free MallRide buses are electric, which minimizes the amount of noise they produce. The electric buses are so quiet that they use noisemakers for safety, to alert pedestrians that buses are coming. The noisemakers on buses will remain under the Project; RTD may modify the noisemakers in the future to address accessibility concerns.

According to the FTA Transit Noise and Vibration Impact Assessment manual (FTA, 2018), vibration impacts are unlikely for transportation projects that involve rubber-tired vehicles, except in unusual situations. The Free MallRide buses have rubber tires, and there are no unusual situations as a part of this Project. As a result, no long-term vibration is likely.

Noise and temporary vibration impacts associated with construction activities and equipment could occur. Based on the type of equipment and the interference of vibration sensitive



buildings, the FTA criteria for a substantial vibration impact during construction will not be exceeded. Construction noise will be minimized through implementation of a Noise Control Plan and in compliance with the CCD Standard Specifications for Construction General Contract Conditions (2011) and noise ordinance (Denver Code of Ordinances, Section 36). CCD will contractually require third-party vibration monitoring during construction. (See Appendix B for further detail on Project commitment/mitigation measures.)

- **Air Quality:** Although the Project area is in nonattainment for ozone and is in maintenance for carbon monoxide (CO) and particulate matter with a diameter of less than or equal to 10 micrometers (PM₁₀), the Project will not generate new vehicle trips to the Project area, cause traffic congestion at local intersections, or affect traffic patterns or vehicle volumes; therefore, localized CO and PM₁₀ impacts will not occur in the Project area, and the Project is not expected to increase mobile source air toxic emissions..

Further, the Project is exempt from transportation conformity requirements because it is a combination of safety improvement, transportation enhancement, pavement resurfacing and rehabilitation, and pedestrian facility. These activities are exempt from the transportation conformity requirements per 40 CFR 93.126.

Short-term or temporary air quality impacts will occur during construction because of the release of dust and particulate emissions generated by excavation, grading, hauling, exhaust emissions from construction equipment and vehicles, and other construction-related activities. To minimize and mitigate construction-related dust impacts, the Project will submit an Air Pollutant Emissions Notice and comply with federal and state air quality standards for fugitive dust control, as required in the CCD Standard Specifications for Construction, General Contract Conditions (2011). CCD will require a Fugitive Dust Control Plan and Construction Air Quality Control Plan to be implemented during construction. (See Appendix B for further detail on Project commitment/mitigation measures.)

- **Utilities and Infrastructure:** No long-term adverse impacts to utilities or subsurface infrastructure are anticipated from the Project because existing infrastructure will be protected in place and reused, replaced in the same location with appropriate protections, or replaced and relocated within the Project limits. During construction, there is the potential for limited interruption of service to customers. Interruptions will be minimized through coordination with utility owners, affected property owners, and tenants; coordination will comply with the Public Information Plan (PIP) required as part of the Project Management Plan (PMP). (See Appendix B for further detail on Project commitment/mitigation measures.)
- **Parklands and Recreational Resources:** One recreational resource and designated city park, Skyline Park, is located adjacent to the Project area on an intersecting street. Long-term



impacts to Skyline Park from the Project will be minimal because no property will be acquired and no changes in access are proposed. Access to the park during construction could be limited along the Project limits. CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a PMP, which will include a plan for maintaining access to Skyline Park during construction.

- **Social Conditions & Community Facilities:** The Project will result in no direct adverse long-term effects to social conditions. If upgrades to the Mall increase its value as a destination, land adjacent to the Mall may become more desirable, which could increase demand and real estate prices. This could increase employment opportunities. During construction, community facilities adjacent to the Mall could experience a decline in visitors because of temporary changes in access to transit and pedestrian facilities, traffic congestion, and impacts to noise, air quality, and visual resources. To minimize and mitigate impacts on local residents and community facilities during construction, CCD, in coordination with RTD, DDP, and the contractor, will implement a PMP, PIP, and TMP. (See Appendix B for further detail on Project commitment/mitigation measures.)
- **Hazardous Materials:** The analysis of hazardous material sites revealed 21 previously documented sites within 1/16th of a mile (330 feet) of the 16th Street Mall centerline. The documented hazardous materials sites include leaking underground storage tanks (LUST), Recovered Government Archives LUST (RGA LUST), and a State Hazardous Waste Site (SHWS). All sites are classified as closed, and remediation is considered complete at this time, although low levels of contamination may remain. Although no known hazardous materials have been identified, potential undocumented hazardous material sites or contamination may be located within or adjacent to the areas that may be encountered during project construction. Therefore, CCD will require the contractor to develop and implement measures to protect construction workers and will ensure that the disposal/removal of hazardous materials adheres to applicable federal, state, and local requirements. (See Appendix B for further detail on Project commitment/mitigation measures.)
- **Environmental Justice:** No disproportionately high and/or adverse impacts to minority or low-income populations will occur as a result of the Project. During construction, businesses may experience temporary disruption of pedestrian flow, noise, and restricted or changed access, which may result in a temporary decline in sales. Impacts will be distributed and experienced by all businesses adjacent to the Mall and will not be predominantly borne by minority-owned businesses, or businesses that are owned by or employ low-income persons. To minimize and mitigate impacts to local businesses during construction, CCD, in coordination with RTD, DDP, and the contractor, with input from businesses adjacent to the Project limits, will implement a PMP and PIP. (See Appendix B for further detail on Project commitment/mitigation measures.)



- **Transit Operations, Traffic Operations, Pedestrian Facilities, and Bicycle Facilities:** No long-term adverse impacts to transit operations, traffic operations, pedestrian facilities, or bicycle facilities are anticipated. The combination of improved surface friction and reduced maintenance frequency will improve transit operations and mobility on the Mall. Wider pedestrian walkways with better delineation between pedestrians and transit, improved surface friction, and amenity zones with furnishings for public use on both sides of all blocks will increase pedestrian safety and mobility and public use. CCD and RTD will conduct outreach to organizations representing the disabled community regarding components of the Mall design related to accessibility and will implement a third-party review to verify the Project complies with ADA requirements.

Construction activities could temporarily affect the Free MallRide in terms of routing, travel times, number of stops, access, and operating costs, depending on how service is provided throughout construction. Construction phasing and service options will be evaluated as design and construction planning progresses with consideration to mitigation of impacts. Traffic on adjacent streets (14th, 15th, 17th, 18th, and 19th) and cross streets could also be affected during construction, due to Free MallRide detours and/or supplemental or alternate bus service. Traffic congestion will increase because of temporary lane or intersection closures within the Project limits. Alleys adjacent to the Mall could also be affected throughout construction. Pedestrian and bicycle access will be limited or detoured throughout construction. To minimize and mitigate construction impacts on transit, traffic, pedestrians, and bicycles, CCD, in coordination with RTD, DDP, and the contractor, will implement a PMP, PIP, and TMP. (See Appendix B for further detail on Project commitment/mitigation measures.)

Section 4(f) Finding

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C §303 and 23 U.S.C. §138, and implemented by FTA's regulations at 23 CFR 774, prohibits the use of land from significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites, whether publicly or privately owned (referred to as Section 4(f) Properties), for transportation projects, unless a determination is made that the use of the property will have a *de minimis* impact or there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm.

There are 32 historic properties located within the APE, including the 16th Street Mall. The Project will not require permanent use or temporary occupancy of historic buildings or districts except for the Mall. FTA determined and the SHPO concurred that No Adverse Effect to historic properties would result for any historic property other than the 16th Street Mall property. Proximity impacts, such as those from noise and vibration during the construction and operation



of the project’s reconstruction, would not be so severe that the protected activities, features, or attributes that qualify the properties for protection under Section 4(f) are substantially impaired. Further, access to these properties would be maintained throughout construction of the Mall. Therefore, FTA has determined there will be no permanent use or constructive use of Section 4(f) resources associated with these historic properties, with the exception of the Mall.

The Project will have an Adverse Effect to the 16th Street Mall due to alternations to the pavement pattern and materials, changes to tree species and locations, additional trees, additional lighting, removal of the median in the center-running blocks, removal of the small median with the light standards in the asymmetrical blocks, changes to the transit way alignment, and removal of the below-ground tree boxes and drainage system, and therefore, will result in a permanent use of this Section 4(f) resource.

Based on the Section 4(f) Evaluation, which is incorporated herein by reference, consideration of views and comments received from the Department of the Interior (DOI), the SHPO, and Historic Denver, and the executed PA, FTA, pursuant to 23 CFR 774.3, finds that there are no prudent and feasible avoidance alternatives to the use of the 16th Street Mall and that all possible planning has been included to minimize harm. DOI concurred with this finding on October 4, 2019.

Environmental Finding

Based on the Environmental Assessment and its supporting documents, which are incorporated herein by reference, and pursuant to 23 CFR 771.121, FTA finds that there are no significant impacts on the quality of the human environment associated with the implementation of the Project, and therefore the preparation of an environmental impact statement will not be necessary.

CINDY E TERWILLIGER Digitally signed by CINDY E TERWILLIGER
Date: 2019.11.25 15:44:38 -07'00'

Cindy Terwilliger
Regional Administrator
Federal Transit Administration, Region 8

Date

References

All citations are referenced in Section 6.0 References in the EA.



Appendix A

Responses to Public and Agency Comments Received on the 16th Street Mall Alternatives Analysis and Environmental Assessment



Summary of Comments Received on the 16th Street Mall Alternatives Analysis and Environmental Assessment

The Project Partners received 157 public and agency comments on the 16th Street Mall Alternatives Analysis and Environmental Assessment (EA) during the 30-day comment period (April 15, 2019 to May 14, 2019). Comments were submitted via email, Project website, letter, and hard copy comment forms. The comments comprised 1 agency comment from the Downtown Denver Business Improvement District, 2 comments from organizations representing people with disabilities, and 154 comments from individual members of the public. The majority of comments focused on suggestions or questions regarding:

- Pavement material, safety, and maintenance
- Bus operations and technology
- Accessibility for people with disabilities
- Tree removal and replanting
- Pedestrian safety
- Bicycle and scooter use on the Mall
- Homelessness, undesirable social behavior, and security
- Public use, amenities, and programming

Comments were also received supporting the Project. Comments are summarized in Tables 1, 2, and 3, and are provided in full in Appendix A, Attachment 1.

- Table 1 provides a response to the agency comment from the Downtown Denver Business Improvement District.
- Table 2 provides general responses for comment topics that were the subject of multiple comments from the public. The individual public comments addressed by each general response are listed in the table and can be cross referenced using the master table of comments and responses in Appendix A, Attachment 1.
- Table 3 provides responses to public comments that are not addressed by the general responses in Table 2.



Table 1: Agency Comments and Responses

Agency	Comment	Response
<p>Downtown Denver Business Improvement District</p>	<p>At its regular meeting of May 1, 2019, the Downtown Denver Business Improvement District (BID), voted unanimously to support the findings of the 16th Street Mall Improvements Environmental Assessment (EA) and to authorize that this letter be submitted to you as part of the EA public comment process.</p> <p>The BID has played a central role in the upkeep and activation of the 16th Street Mall (“Mall”) since the BID was formed in 1992 and, since the Mall opened in 1982, through the BID’s predecessor organization the Mall Management District. The care of the Mall is and has been the most important element of the BID’s annual work program throughout that entire time. The BID was also thoroughly involved in a series of studies that have investigated all aspects of the Mall since 2008, culminating in the Environmental Clearance process of the last two years that has resulted in the issuance of the EA. Based on our standing, our experience and our expertise, we support the EA, as well as the Locally Preferred Alternative (LPA) it recommends, and want to emphasize the following points:</p> <ul style="list-style-type: none"> • The biggest challenge in maintaining the Mall infrastructure for the last 37 years has been the failing paving system. The EA notes this and rightly points out the major flaw in the original design that led to this, which is the lack of a drainage system under the paving system, which has led to deterioration in the paving system and rapidly accelerating repair costs. The LPA recommends a complete reconstruction of the paving system, including replacement of the underlying concrete slab, and a drainage system to carry away any water that penetrates the paving system. We strongly support this. There are other 	<p>Thank you for your partnership in the Project and upkeep of the Mall and your support of the Environmental Assessment and the Locally Preferred Alternative (Project). Regarding providing space on cross streets for emergency and maintenance vehicles, the Project commits to a new mitigation measure stating that the City and County of Denver (CCD) will coordinate with the Regional Transportation District (RTD), the Downtown Denver Partnership (DDP), and the Denver Police Department during subsequent design phases to explore options for the parking of emergency and maintenance vehicles as necessary for ongoing operations on the Mall. This change is listed in the mitigation table in Appendix B of this Finding of No Significant Impact (FONSI) and is described in the <i>16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet</i>, published in November 2019 and available on CCD’s Mall Experience website. The Denver Police Department will adapt to ensure officers can quickly respond to emergency situations.</p>



Table 1: Agency Comments and Responses

Agency	Comment	Response
	<p>systems nearing the end of their lives, such as the electrical system, which will also benefit greatly from the LPA-recommended total reconstruction.</p> <ul style="list-style-type: none"> • Conflict between pedestrians and RTD’s Free MallRide (“shuttle”) operations is another major issue identified in the EA that has also concerned the BID for many years, especially due to the proximity of shuttle operations to the pedestrian walking areas. Pedestrians often walk very close to the transit lane, or even step into the transit lane because the sidewalk is crowded – creating potentially hazardous situations. As shuttle frequency and pedestrian activity have increased in the last decades, these conflicts have continued to increase as well. We support the LPA recommendation to bring the two shuttle lanes together and separate the main pedestrian walking paths from the transit lanes by 5’= 9’ wide zones where Mall trees, lights and other amenities will act as buffers between shuttle and pedestrian movements. • Improved activation of the Mall has been a primary goal of the BID throughout its history. The BID experimented for many years with a variety of programs to activate underutilized areas of the Mall, especially the medians. Nothing the BID tried has worked effectively, and we came to the realization that the median’s narrow width and its location between two busy transit lanes made meaningful activation impossible. The LPA’s recommendations to eliminate the median, bring the transit lanes to the center, and use the extra space to widen the sidewalks will provide much more flexibility and many more meaningful activation opportunities for Mall users. 	<p>Regarding communication with property owners, the mitigation measures in Appendix B of this FONSI commit to coordination with business and property owners. Specifically, CCD, in coordination with RTD, DDP, and the contractor, and with input from businesses adjacent to the Project limits, will develop and implement a Project Management Plan (PMP).</p> <p>Appendix B provides specific detail on coordination and input regarding access, communication, additional signage, regional outreach, special events/marketing, and identification of other measures, and includes a Business Impacts Working Group to discuss impacts and construction phasing. The PMP will include the Public Information Plan (PIP) with specific outreach strategies detailed in Appendix B.</p>



Table 1: Agency Comments and Responses

Agency	Comment	Response
	<p>In addition to our support for the EA and its LPA, the BID would like to make the following requests as the process moves forward to its next stages:</p> <ul style="list-style-type: none"> • The LPA’s recommendation to eliminate the medians significantly limits locations for emergency and maintenance vehicles to park on the Mall during the course of their necessary operations. We encourage the City of Denver to identify and designate portions of curb lanes of streets intersecting the Mall as loading/parking zones for authorized emergency and maintenance vehicles. Ideally, these designated areas would be as close to the Mall as possible. • Participation from and communications to property owners adjacent to the Mall have been timely and consistent throughout the Environmental Clearance process. We encourage all parties overseeing the next phases of the Mall reconstruction process to continue to communicate with and engage property owner representatives in every aspect of the process. <p>Thank you to the Federal Transit Administration, the City of Denver, RTD, the Downtown Denver Partnership, the consulting team and all of the other parties who have worked to develop this meticulous, thorough and well-written EA. We are confident that, if approved, the EA will provide a great first step in planning for the next 40 years of the Mall and will reinforce its continuing and growing role as the heart of Downtown Denver.</p>	



Table 2: General Responses to Public Comments

General Comment Summary	Response	Comments Addressed by Response ¹
<p>Multiple comments were received requesting removal of pavers because they are slippery, require a lot of maintenance, are cracked, and/or are expensive. Some comments appeared skeptical that installing new granite will fully address these issues. These comments often suggested replacing granite with other materials. In some instances, other features were recommended, such as white concrete (to help deflect heat).</p>	<p>General Comment Response [A]: As noted in Section 3 of the Environmental Assessment (EA), the Mall is a historic property eligible for listing on the National Register of Historic Places, and the granite pavers are one of its primary character-defining features. Section 2.3.2 of the EA discusses the types of pavement materials that were considered during the alternatives evaluation process for the Project (granite, unit pavers such as clay or brick, precast concrete, and poured-in-place concrete). Historic preservation organizations (listed in Section 5.3 of the EA) were consulted during the alternatives evaluation, in compliance with requirements of the National Historic Preservation Act. The results of the pavement alternatives evaluation indicated that although granite pavers in a mortar bed would be more expensive than the other pavement options and would take longer to construct than concrete pavement options, replacing the existing pavers with new granite pavers in similar colors and patterns would most minimize harm to the Mall as a cultural resource. Minimizing harm to cultural resources is required under Section 4(f) of the Department of Transportation Act of 1966. Also see General Comment Response [B].</p>	<p>Comments #2, #6, #10, #14, #21, #41, #90, #97, #106, #110, #136, #142, #150, #154, #155</p>
<p>Multiple comments were received expressing concern over the safety and maintenance of the proposed new granite pavement system. Commenters were concerned about slippery and uneven granite pavers causing slips and trips,</p>	<p>General Comment Response [B]: Pavement maintenance and the need for a less slippery pavement surface have been key considerations for the Project and are part of the Project's purpose and need (detailed in Section 1 of the Environmental Assessment (EA)). As noted in Section 2.4.1.2 of the EA, the new granite pavers will have improved surface friction and will be arranged and secured on a new sub-base with proper drainage. The new pavers will improve surface friction, provide better traction during wet or icy conditions, and result in a</p>	<p>Comments #2, #4, #14, #15, #18, #23, #90, #97, #130, #136, #143, #150, #154, #155</p>



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General Comment Summary	Response	Comments Addressed by Response ¹
<p>particularly during inclement weather.</p>	<p>more even pavement surface, reducing slip and trip hazards. The textures being considered for the granite pavers have a rougher texture and higher slip resistance when both wet and dry.</p> <p>The existing concrete sub-base slabs will be removed and replaced, complete with a new system to drain moisture that penetrates the surface, reducing or eliminating the frequent paver damage and replacement currently caused by trapped moisture in the pavement system. With these elements in place, the level and cost of maintenance is expected to be significantly reduced from existing levels. Also see General Comment Response [A].</p> <p>During snowy weather, the new granite pavement system will receive snow removal. Currently, the Downtown Denver Business Improvement District’s Clean Team crews work 12-hour snow removal priority shifts on the Mall, using several plows and two Bobcats; snow removal activities continue at least 24 hours after the end of a snow event.</p>	
<p>Multiple comments were received suggesting removing the Free MallRide shuttles from the Mall and moving them to parallel streets. Many of the commenters desired to create a fully pedestrian mall, similar to Pearl Street in Boulder. Commenters generally thought that a pedestrian mall would make the area more successful</p>	<p>General Comment Response [C]: As noted in Section 1 of the Environmental Assessment (EA), a key purpose of the Project is to continue reliable two-way transit shuttle bus service on the Mall. The Free MallRide shuttle service is a critical link in Denver’s transit system. It currently serves 39,000 riders each weekday, and it is estimated to serve 70,000 riders per day by 2035. Eliminating buses from 16th Street would not only result in unmet transportation demand, it would also be at odds with the purpose and need for the Project and one of the original purposes of the Mall’s creation to provide Free MallRide service to consolidate transit vehicles and</p>	<p>Comments #3, #8, #22, #28, #68, #88, #101, #104, #111, #115, #147, #153</p>



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General Comment Summary	Response	Comments Addressed by Response ¹
<p>(e.g., more people would visit and shop) and would be safer for pedestrians. Commenters felt a fully pedestrian mall would also open up more opportunities for public use.</p>	<p>reduce congestion in Central Denver (the route along the Mall eliminates approximately 870 bus trips from downtown streets).</p> <p>As described in the 16th Street Mall Alternatives Analysis Report in Appendix B of the EA, in Table 5-1, decreasing transit service frequency and shifting ridership to the Free MetroRide was considered during the development of alternatives, but was not carried forward as a Project element because it would not meet transit operations requirements; the Free MetroRide service operates in mixed traffic and is therefore slower than the Free MallRide and cannot meet the additional ridership demand. Removing transit service from the Mall completely would have similar, but more pronounced, effects on transit service downtown.</p> <p>Additionally, because the electric shuttles used for the Free MallRide are not suited for city street operation, relocating the buses to parallel streets in favor of a pedestrian-only format would require the acquisition of additional buses, costing millions of dollars. It would also require more stops, more aggressive headways, and extended hours of operation.</p> <p>Transit is a key component to the success of the 16th Street Mall as an active public space in downtown Denver. Only 11 percent of the pedestrian malls in the country are considered to be successful. The majority of them have key ingredients that the 16th Street Mall largely lacks: large universities, beaches, short lengths (1-4 blocks), populations under 100,000, and high tourism. The 16th Street Mall, and a similar successful transit and pedestrian mall in Minneapolis, Minnesota, are in much larger cities, are much longer, and are land-locked. The presence of transit service on these two malls is a key</p>	



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General Comment Summary	Response	Comments Addressed by Response ¹
	<p>component to their success, as the multimodal function of these malls allows for greater economic viability, connections, and eyes on the street.¹</p>	
<p>Multiple comments were received regarding persons with disabilities and Americans with Disabilities Act (ADA) compliance. These comments primarily voiced opposition by members of the disabled community to the proposed hybrid curb design along the transit way. Commenters were concerned about pedestrian safety in areas without curbs for persons with vision impairments.</p> <p>Specific requests included adding curbs; adding a raised “dotted line” guide for pedestrian crossings of 16th Street at each intersection and between the pedestrian walkway and patio/gathering area in front of businesses; and</p>	<p>General Comment Response [D]: The Project has been designed to bring the Mall into compliance with current ADA standards and to be consistent with federal guidance regarding Americans with disabilities, including the US Department of Transportation's ADA Regulations (49 CFR 37), the Federal Highway Administration’s guide for accommodating pedestrians with vision disabilities on shared streets (2017), and the Federal Transit Administration’s ADA Guidance (2015).</p> <p>As described in Section 2.4 in the Environmental Assessment (EA), the Project will provide a consistent 10-foot-wide pedestrian walkway, free from obstructions and encroachments, on each side of every block. This is two feet wider than the current pedestrian walkways and will improve accessibility over current conditions. The pedestrian walkway will be separated from the transit way by a wide amenity zone that will contain furnishings and vertical elements of trees and lights. Bulb outs will be constructed on the Mall at cross streets to shorten the crossing distance for pedestrians. As described in Section 3.4, Public Safety and Security in the EA, the Project will improve public safety in many ways, including through safer pedestrian crossings and better delineation between transit and pedestrians, including the physical separation of the pedestrian walkway and transit way with the amenity zone.</p>	<p>Comments #4, #24, #85, #87, #92, #117-#129, #132-#137</p>

¹ OLIN. 2017. *Mind Expansion: Linear Urban Identities*. August 8.



Table 2: General Responses to Public Comments

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<p>providing a tactilely distinct wait area at bus stops (similar to yellow platforms at light rail stations, where passenger loading areas are clearly marked with tactilely and visually distinctive ground place markers). This is noted as being preferable to use of furniture or other structures that might mark wait areas since people using or leaning on furniture make it difficult to use as a reliable guide source.</p> <p>Some concerns about public involvement and responsiveness to concerns were also expressed. The Colorado Commission for the Deaf, Hard of Hearing, and Deafblind, Colorado Center for the Blind, and Colorado Cross Disability Coalition requested involvement and/or follow up engagement.</p>	<p>As described in Section 2.4 of the EA, the Project will implement a hybrid treatment at the edge of the transit way, with vertical curbs at designated shuttle stops, cross streets, and intersections and a pan along the remainder of the transit way, similar to the pan on the inside edges of the existing transit way lanes but with a shallow longitudinal channel within the pan to direct water as part of the drainage system (illustrated in Figure 2-3 in the EA). Both vertical curb and pan conditions currently exist on the Mall. Because of the visual continuity of the pavement pattern, which was an intentional and character-defining detail of the Mall’s historic design, the existing curb is not sufficient alone to delineate the pedestrian space from the transit way to meet safety, mobility, and accessibility needs, including for people with disabilities. This hybrid edge treatment will meet Regional Transportation District (RTD) requirements at shuttle stops and provide a more flexible space along the rest of the Mall for current and future public use, with a flat surface across the width of the Mall for pedestrian use during public events that temporarily close the Mall to transit service and other vehicles.</p> <p>Edge delineation and design features for safety and accessibility are described in EA Section 2.4.1.4. These features include an amenity zone with fixed furnishings and vertical elements such as trees and lights to separate the transit way from the pedestrian walkway, and truncated domes at designated crossings and potentially at shuttle stops. As clarified in the <i>16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet</i>, published in November 2019 and available on the City and County of Denver’s (CCD) Mall Experience website, outreach to organizations representing the</p>	



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	<p>disabled community will occur during subsequent design phases to provide input on delineating features and other components of the design related to accessibility, including determining the viability of textured pavement in wayfinding for visually impaired users. Additionally, review will take place by a third party to verify the design is ADA compliant. These mitigation commitments are included in Appendix B of this Finding of No Significant Impact (FONSI) document as mitigation measures that will be carried forward during subsequent design phases.</p> <p>As documented in the “Outreach to People with Disabilities” section of this FONSI, outreach to organizations representing people with disabilities has occurred throughout the course of this study, including a series of meetings held in 2019 with the Colorado Cross Disability Coalition, A3 Council for the Blind, Colorado Commission for the Deaf, Hard of Hearing, and Deaf Blind, Atlantis Community, and Colorado Center for the Blind. In response to requests for a more detailed view of the Project design, an embossed print of the Project was provided to members of the disabled community following the meeting with the Colorado Center for the Blind. As follow up to these meetings, a separate public meeting was held with the deaf and hard of hearing community during the EA public review period, to ensure effective communication and understanding of the Project.</p> <p>CCD and RTD staff provided presentations on the Project to RTD’s Advisory Committee for People with Disabilities (ACPD) throughout the course of this study. The two most recent presentations occurred on May 24, 2019 and August 22, 2019. ACPD sent a response letter to the Project team after the August 22, 2019 presentation, included in</p>	



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	<p>Appendix E, recommending coordination during the design process with organizations representing people who are blind or have visual differences. The mitigation measures included in Appendix B of this FONSI commit to outreach to organizations representing the disabled community during subsequent design phases.</p>	
<p>Multiple comments were received regarding safety surrounding scooters (most commonly, being hit or fear of being hurt by scooters) and requesting facilities for bicycles and scooters (e.g., separated pathways). These comments often related to enforcement, as the City and County of Denver (CCD) currently has policies in place that prohibit regular use of bicycles and scooters on the Mall.</p>	<p>General Comment Response [E]: The Project does not include new bicycle lanes or accommodations for scooters. As described in the 16th Street Mall Alternatives Analysis Report in Appendix B of the Environmental Assessment (EA), bike lanes were not included in the Project for two reasons: the Regional Transportation District operates the transit way as a fixed-guideway facility; and CCD has planned and implemented a downtown bicycle network that recognizes the Mall as a dedicated transit way and has bicycle lanes on parallel streets.</p> <p>In January 2019, the City enacted a policy requiring scooters to operate in bike lanes or in the roadway on streets with speed limits of 30 miles per hour or less. Although scooters are generally allowed to operate on the sidewalk if these options aren't available, they are specifically banned at all times from operating on the 16th Street Mall per City ordinance passed earlier this year: Sec. 54-623 – Prohibited on roadways where posted—Prohibited on 16 Street Pedestrian and Transit Mall (Ord. No. 1476-18, § 2, 1-7-19; Ord. No. 784-19, § 4, 8-26-19).</p> <p>Protected bicycle lanes, where bicycles and scooters are allowed, parallel the Mall on 14th and 15th Streets and cross the Mall on Lawrence and Arapahoe Streets. Immediately east of the Mall, 16th Avenue provides bicycle lanes in both directions, which connect to the Mall at its intersection with Broadway and then jog across the Mall</p>	<p>Comments #5, #6, #7, #9, #15, #22, #34, #70, #79, #89, #93, #94, #105, #131, #139, #144, #157</p>



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	<p>and down Cleveland Place to 15th Street. Three other bicycle lanes (not protected) cross the Mall on Champa, Welton, and Glenarm Streets. There are also temporary bicycle racks located on the Mall to accommodate bicycle trips with the Mall as a destination.</p> <p>Regarding enforcement, Denver Police Department officers make safety along the 16th Street Mall a priority. This includes educating people on scooters and bicycles where and how to properly ride.</p>	
<p>Multiple comments were received regarding homelessness, crime, security, and enforcement. The comments included multiple requests for better enforcement of existing regulations (e.g., scooters on sidewalks and smoking) and several comments requesting more police presence and, specifically, a police station on the Mall.</p>	<p>General Comment Response [F]: The Mall is intended to be a space that is welcoming to all, where people feel safe and comfortable. As noted in Section 2.1.4.6 of the Environmental Assessment (EA), the Project has incorporated numerous safety and security features into the design, including the implementation of Crime Prevention Through Environmental Design (CPTED) principles, which promote the design, maintenance, and use of the built environment to enhance quality of life and reduce both the incidence and fear of crime. CPTED principles applicable to the Project are detailed in Section 3.4.3.5 of the EA. Generally, they include increasing natural surveillance, territoriality, and access control, and providing an appealing gathering space to support public activities. The design will strengthen and support existing efforts, such as the 2016 Downtown Denver Security Action Plan, which has been successful in reducing crime on the Mall over the past 3 years.</p> <p>The Denver Police Department has a close, collaborative relationship with private security networks, including the private security team deployed on the Mall by the Downtown Denver Business Improvement District (BID). This team works 24 hours a day, 7 days a week to direct individuals in need of social services to the appropriate</p>	<p>Comments #7, #14, #15, #21, #22, #25, #32-#40, #42-#59, #61-#66, #69, #71-#77, #82, #86, #87, #93, #94, #107, #108, #114, #131, #138-#140, #142, #145, #148, #149, #151, #153, #154, #156</p>



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	<p>resources and works closely with Denver Police Department officers and private businesses in addressing unlawful behavior. Security coverage for the Mall is adjusted strategically based on a number of factors, including (but not limited to) special events, conventions, time of day, and seasonal weather changes.</p> <p>The Denver Police Department currently has a kiosk on the Mall at Glenarm Street. The kiosk is an information and resource booth staffed by Denver Police Department Volunteers in Police Service in partnership with the Downtown Denver BID. The kiosk serves as a base for volunteers to both keep an eye on activities happening on the Mall and respond to information requests from users on the Mall. The kiosk is open year-round on weekdays from 10:00am-2:00pm and weekends from 11:00am-3:00pm.</p> <p>In addition to the Denver Police Department’s police presence on the Mall with officers patrolling in their cars, on their motorcycles, and through foot and mounted (horse) patrols, they have installed gun detection systems to identify and immediately locate where guns are being fired so that officers can respond quickly. The Denver Police Department also has cameras along the Mall that are constantly being monitored for security issues. Denver Police Department officers make security along the 16th Street Mall a priority. This includes providing resources and services to those experiencing homelessness, enforcing no smoking laws, and other components to make the 16th Street Mall a pleasant experience for all.</p> <p>Ultimately the Downtown Denver Partnership has created a strong network with both public and private sector partners, increasing situational awareness and ultimately increasing the coverage area</p>	



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	<p>through partnerships. They continuously analyze data and meet with stakeholders to ensure safety in the downtown area.</p> <p>Broadly, Denver invests about \$50 million per year on various programs and community efforts to prevent homelessness, support the needs of people experiencing homelessness, and to make individual experiences with homelessness as brief as possible. In the last 5 years, Denver and its partners have helped to open three new shelters, and have ended homelessness for more than 6,300 families and individuals over the last seven years by connecting them to housing.</p> <p>Street Outreach teams funded by Denver’s Road Home work 24 hours a day to connect with people across Denver who are living in encampments or outdoors in public areas. Outreach teams provide counsel, case management, and resources such as housing resources and supports, medical insurance, health care, mental and behavioral health services, vital documents, transportation, job placement and training, daily living items like socks, underwear, and hygiene items, etc. More information about the city’s commitment to preventing and ending homelessness can be found on the city’s website at https://www.denvergov.org/content/denvergov/en/denver-human-services/be-supported/shelter.html.</p>	
<p>Several comments were received requesting a reduction in the number of Free MallRide stops to improve travel time.</p>	<p>General Comment Response [G]: The Free MallRide connects riders to destinations in the downtown area. It was initially implemented to reduce bus congestion on adjacent streets. As noted in Section 4.1.3 of the Environmental Assessment (EA), the Free MallRide eliminates approximately 870 bus trips on downtown streets. Today, the Free MallRide serves 39,000 riders each weekday, and it is projected to serve 70,000 riders per weekday in 2035. As described in the 16th</p>	<p>Comments #7, #98</p>



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	<p>Street Mall Alternatives Analysis Report in Appendix B of the EA, in Table 5-1, decreasing transit service frequency and shifting ridership to the Free MetroRide was considered during the development of alternatives, but was not carried forward as a Project element: decreasing Free MallRide service frequency and shifting ridership to the Free MetroRide would not meet transit operations requirements because the Free MetroRide service operates in mixed traffic and is therefore slower than the Free MallRide and cannot meet the additional ridership demand.</p> <p>Traffic signals along the 16th Street Mall are currently timed to ensure efficient progression of the Mall shuttle. While eliminating stops could reduce transit times, it would reduce accessibility and connectivity. The Mall is crossed by light rail lines as well as approximately 20 bus routes. Having stops on each block facilitates transfers between different transit modes and routes. Regional Transportation District surveys estimate that ten percent of Mall riders have a disability that prevents them from operating a motor vehicle. Reducing stops would be particularly difficult for riders with disabilities, requiring them to travel farther away from transit to reach some destinations. Eliminating stops would also result in reduced patronage to some businesses.</p>	
<p>Multiple comments were received expressing concerns over pedestrian safety. Concerns were related to safety of pedestrians crossing vehicular traffic on the cross streets; the presence of bicycles,</p>	<p>General Comment Response [H]: As detailed in Section 3.4 of the Environmental Assessment, the Project has been designed to improve safety by widening the pedestrian walkways to 10 feet, clear of obstructions, which will accommodate projected pedestrian volumes without pedestrians feeling the need to walk in the transit way; and by better delineating the spaces between pedestrians and transit through an amenity zone that physically separates the pedestrian walkways and</p>	<p>Comments #9, #22, #100, #137, #147, #152</p>



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<p>scooters, and buses compromising pedestrian safety on the Mall; and the lack of a curb separating pedestrian and transit areas on some portions of the Mall.</p>	<p>the transit way with furnishings and vertical elements of trees and lights, textured delineation between the transit way and amenity zone, and directional indicators along the edges of the walkway. The Project will also improve safety by eliminating medians where most incidents have occurred (which eliminates one of the three existing pedestrian crossings), creating safer pedestrian crossings (of both the Mall and cross streets) by implementing bulb outs in the cross streets to shorten the crossing distance, providing vertical curbs at shuttle stops to maintain or improve the step height on and off the shuttles, and implementing granite pavers with an increased-friction pavement surface.</p>	
<p>Multiple comments were received requesting specific amenities, such as trash and recycling receptacles, kiosks, art/murals, splash pads, and furnishings. Additional comments related to this topic included comments about programming (e.g., requesting more activities for families and events).</p>	<p>General Comment Response [I]: The need to increase opportunities for public use of the Mall is noted. Public use has been a key consideration for the Project and is part of the Project's purpose and need (detailed in Section 1 of the Environmental Assessment (EA)). This Project focuses on providing infrastructure that encourages public use and provides flexibility for a variety of programming now and in the future. As described in Section 2.4 of the EA, pedestrian areas will consist of a patio/gathering area, an amenity zone with furnishings, trees, and landscaping, and a minimum 10-foot clear, unobstructed pedestrian walkway. The Project will maintain historic replica light fixtures. Details regarding the specific amenities, trash receptacles, retail kiosks, signage, and furnishings that are included in the Project will be determined in subsequent phases of design.</p> <p>This Project does not prescribe public programming. The Downtown Denver Partnership (DDP) manages public programming on the Mall, such as activities, events, and art installations, and DDP will continue</p>	<p>Comments #9, #10, #17, #22, #25, #27, #31, #50, #87, #100, #108, #131, #141, #148, #151, #154</p>



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	<p>to plan for programs that make the Mall a vibrant public space. The City and County of Denver is working with the DDP and other stakeholders on planning and programming efforts to foster a distinct and varied downtown and ensure that the Mall remains a vibrant heart for Denverites and our visitors. These efforts follow recommendations for improving public life in the 2016 report <i>Downtown Denver 16th Street Mall: Small Steps Towards Big Change</i> (Gehl, 2016).</p>	
<p>Multiple comments were received expressing disagreement with tree removal and replacement. The primary concern related to losing the mature canopy and the length of time it would take for the new trees to achieve current conditions. Loss of holiday lighting, loss of shade, air quality, and climate change were all related concerns.</p>	<p>General Comment Response [J]: The City and County of Denver (CCD) recognizes the importance of the large tree canopy on the Mall, and trees were given substantial consideration during the development of the Project. As noted in Section 1.2.2 of the Environmental Assessment (EA), the majority of the trees on the Mall are not healthy enough for long-term survival and are a monoculture that does not provide tree diversity for disease and insect resistance. CCD Forestry tree diversity standards prevent single-species diseases from destroying entire blocks of trees, such as the disease that killed the majority of red oak trees on the Mall.</p> <p>Although the Mall’s underground tree infrastructure was modern for its time, it is now outdated and provides only one-third of the soil space typically provided for healthy street trees today. Because the existing trees are already stressed and in poor and declining health, they are not good candidates for transplant as it is likely they would not survive the transplant process. In addition, most roots have grown through their underground boxes and would need to be cut.</p> <p>As noted in Section 3.3.3.3 of the EA, 199 trees were originally planted on the Mall. Of these, 143 are still living. The Project includes 1.5 times more trees on the asymmetrical blocks than the original</p>	<p>Comments #11, #13, #29, #78, #84, #116, #131, #142, #153</p>



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	<p>design, due to the proposed third row of trees on those blocks. Ultimately the Project will improve the tree canopy over existing conditions due to healthier trees with a larger tree canopy and an additional row of trees on five of the blocks.</p> <p>As described in Section 2.4.1.3 of the EA and further clarified in the <i>16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet</i>, published in November 2019 and available on CCD’s Mall Experience website, the Project will remove the existing trees and replace them with a variety of tree species that match the characteristics of the historic design and thrive in Colorado’s climate. Saplings will not be planted. Trees will be approximately 10 feet to the lowest branch and approximately 20 feet high to restore and enhance the tree canopy more quickly. Tree placement will honor the existing character of the Mall by retaining geometric and spatial relationships and the colors and aesthetic qualities of the existing tree species. The visual appearance of the original monoculture design of red oak trees on the asymmetrical blocks and honey locusts on the symmetrical blocks will be replicated as closely as possible while coming closer to meeting CCD current tree diversity standards, which require multiple tree species to be planted in a single block.</p> <p>A healthy tree canopy will provide long term environmental, economic, and health benefits. In recognition of this, the Downtown Denver Business Improvement District runs the Tree Health Program, which helps to support a long-term healthy tree canopy by putting all the downtown trees under a centralized care system. Most of the issues associated with the trees on the Mall are attributable to poor soil conditions, inadequate soil volume in tree boxes, and poor nursery</p>	



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	<p>practices prior to the purchase and installation of the trees. As described in Section 2.4.1.3 of the EA, the Project will address these issues through new infrastructure and the implementation of best management practices for planting. As noted in the EA and clarified in the EA Errata Sheet, the new suspended tree infrastructure underground will provide approximately three times more soil volume per tree than exists today.</p>	
<p>Multiple comments were received asking why the Project Partners are proposing this Project.</p>	<p>General Comment Response [K]: Improvements to the Mall have been a high priority for the City and County of Denver, the Regional Transportation District, and the Downtown Denver Partnership for years. As noted in Section 1 of the Environmental Assessment (EA), the Project has been developed to address multiple needs on the Mall, including deteriorating infrastructure (detailed in Section 1.2.2.1 of the EA), safety (detailed in Section 1.2.2.2 of the EA), mobility (detailed in Section 1.2.2.3 of the EA), and public use (detailed in Section 1.2.2.4 of the EA).</p>	<p>Comments #14, #29, #37, #42, #49, #50, #54, #66, #67, #100, #107, #111, #114, #116, #127, #137, #151</p>
<p>Multiple comments were received expressing concerns over the number of people smoking on the Mall and the lack of enforcement of the city’s no-smoking law on the Mall.</p>	<p>General Comment Response [L]: The City and County of Denver’s Breathe Easy Ordinance (effective December 1, 2017), prohibits smoking of any product along the 16th Street Mall. Violating the Breathe Easy Ordinance is a civil offense and subjects an individual to a fine of no more than \$100. However, Breathe Easy continues to de-normalize smoking in public spaces through an extensive public outreach and education campaign. As a result of this policy, smoking along the 16th Street Mall should decrease as is evident in other municipalities that have adopted prohibitions. Denver Police Department officers make safety along the 16th Street Mall a priority;</p>	<p>Comments #15, #34, #41, #58, #59, #75, #81, #89, #139</p>



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	this includes enforcing no smoking laws and other components to make the 16th Street Mall a pleasant experience for all.	
Multiple comments were received requesting public restrooms on the Mall.	General Comment Response [M]: While there is no room to accommodate restrooms within the Project limits, the City and County of Denver (CCD) acknowledges the growing need for publicly accessible restrooms in high-use, high traffic locations, like the Mall. In recognition of this need, CCD initiated a public restrooms pilot project in 2018. The project, which involved input from merchants in the downtown area, placed mobile units with attendants on cross streets adjacent to the 16th Street Mall. CCD intends to permanently install a public restroom on a cross street near the Mall within the next four years.	Comments #16, #27, #94, #103
Multiple comments were received requesting more attractive and/or diverse businesses and activities on the Mall.	General Comment Response [N]: The Downtown Denver Partnership and the City and County of Denver do not curate the businesses on the Mall, which are privately owned and rented directly to business owners by private property owners. Although this Project cannot prescribe the types of businesses that establish along the Mall, the Project’s patio/gathering area and amenity zone have been designed to encourage public use of the Mall in a safe and comfortable environment. Improving the environment on the Mall will enhance activities and programming, increasing the ability of the Mall to attract and serve more people. Private property owners are responsible for the condition of their building facades.	Comments #17, #22, #41, #73, #94, #108, #131, #141, #148, #151, #154
Several comments were received requesting a different technology for the Free MallRide shuttle buses, such as	General Comment Response [O]: As described in the 16th Street Mall Alternatives Analysis Report in Appendix B of the Environmental Assessment (EA), in Table 5-1, replacing the buses with smaller lighter buses and narrowing the transit lanes were design	Comments #9, #22,



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General Comment Summary	Response	Comments Addressed by Response ¹
<p>smaller shuttles or replacing the shuttles with rail.</p>	<p>elements considered during the development of alternatives. Neither of these elements was carried forward to the Project because they would not meet transit operations requirements. As described in Section 4.1.3 of the EA, the Free MallRide vehicle fleet has recently been replaced with 36 fully electric, low-floor shuttle buses with a maximum capacity of 90 passengers. This capacity is needed to meet ridership demand on the Mall, and smaller buses would not be able to meet ridership demand. The new electric shuttles are highly efficient and produce zero point source emissions. Because the new Free MallRide shuttles operate in a pedestrian environment, they offer unique features setting them apart from other Regional Transportation District vehicles. The operator cabin is located on the right-hand side of the new shuttles and the floors are low and flat. Three wide doors provide easy and quick boarding.</p>	
<p>Multiple comments were received about medians. Some supported the proposed removal of the medians and some did not. Those who did not support median removal thought the median is what gives the Mall its special feel, believed it is consistent with prior planning efforts, and thought maintaining the median would be safer and provide better public use.</p>	<p>General Comment Response [P]: As described in Section 1 of the Environmental Assessment, the current configuration of the median blocks creates a condition where the public realm and pedestrian space are separated into three different zones, constraining space for pedestrian traffic during peak hours and limiting opportunities for safe and engaging public use and amenities.</p> <p>The pedestrian walkways and amenity zone in these blocks are not wide enough or separate enough from the transit ways to provide a comfortable public gathering experience, particularly in the median.</p> <p>The amenity zone in the median is set apart from other pedestrian areas physically and by transit service, which isolates the space, restricts</p>	<p>Comments #88, #91, #100, #145, #147</p>



Table 2: General Responses to Public Comments

General Comment Summary	Response	Comments Addressed by Response ¹
	<p>natural surveillance, and results in low ownership of the space by adjacent users; as a result, the space lacks consistent activation.</p> <p>The median space, while slightly larger than the pedestrian areas to the sides of the Mall, is too small to provide adequate and comfortable gathering space for pedestrians in between the transit ways. The space is underused, as people prefer to gather along edges, and inherently back away from fast-moving objects like the surrounding shuttles (Gehl, 2016). Consolidating the transit way in the center of the blocks and moving public space to the outsides of the blocks will improve mobility, safety, and public use on the Mall.</p> <p>The City and County of Denver (CCD) will coordinate with the Regional Transportation District (RTD), the Downtown Denver Partnership, and the Denver Police Department during subsequent design phases to explore options for the parking of police, emergency, and maintenance vehicles that currently park and/or stage in the medians, as noted in the mitigation commitments in Appendix B of this Finding of No Significant Impact and described in the <i>16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet</i>, published in November 2019 and available on CCD’s Mall Experience website.</p>	
<p>Two comments were received about the safety and maintenance of alleys. Comments focused on the need for better alley lighting, requests to gate alleys to keep undesirable behaviors out of</p>	<p>General Comment Response [Q]: The Downtown Security Action Plan includes recommendations for Creating Safe and Secure Alleys. The Downtown Denver Business Improvement District (BID) has secured a master permit for 15 alleys in Downtown Denver, of which 12 are directly adjacent to the Mall. Permitting the alleys creates an environment where only permitted uses will be allowed – such as emergency services and trash collection – to support public health and</p>	<p>Comments #41, #131</p>



Table 2: General Responses to Public Comments

General Comment Summary	Response	Comments Addressed by Response ¹
<p>them, and cleaning up (all related to safety concerns).</p>	<p>safety, as well as supports leveraging alleys as public spaces by issuing permits for events and activation programs. Decisions on inclusion of alleys in the program is based on information gathered in activity reports filed by both the Downtown Denver BID’s Clean and Security Teams and crime statistics provided by the Denver Police Department. Alley barricades provide a physical barrier and signage indicating the alleys are closed to non-official use. The signage provides law enforcement and security the ability to make first contact with an individual who is not conducting official business in the alley.</p> <p>Additional lighting, funded by the City and County of Denver (CCD) and managed by the Downtown Denver BID, has also been added to nine alleys along the 16th Street Mall, and the Downtown Denver Partnership is also working with business owners to encourage voluntary locking of dumpsters. The Downtown Denver BID has also partnered with CCD to light 15 alleys with LED lighting on and off the Mall and is also adding interactive art installations in many of those and other alleys throughout the downtown district.</p> <p>While property owners are ultimately responsible for the cleanliness of the alleys adjacent to their property, twice annually (usually in late Spring and late Summer) the Downtown Denver BID’s Clean Team pressure washes every alley, including moving dumpsters to clean in their vicinity, and every sidewalk within the district. Additionally, the team pressure washes 50 feet into alleys abutting the Mall. The team also responds to calls for assistance for the removal of human and animal organic matter and is equipped with SHARPS containers for use when necessary.</p>	



Table 2: General Responses to Public Comments

General Comment Summary	Response	Comments Addressed by Response ¹
Several comments were received regarding project delivery and procurement. One comment supported the design-build delivery method, and two comments suggested other delivery methods.	General Comment Response [R]: The Environmental Assessment and Finding of No Significant Impact do not commit to a specific project delivery method.	Comments #95, #96, #99

¹ Comment numbers can be cross referenced to the individual comments in Attachment 1.



Table 3: Individual Responses to Public Comments

Comment No. ¹	Comment Summary	Response
4	Request to include emergency phones on the mall	Ongoing coordination with emergency service providers will determine the range of security measures to be implemented on the Mall, and emergency phones will be part of that evaluation.
9	Concerns surrounding traffic signal timing and vehicle speeds on cross streets	Regarding traffic signal timing, the signals along the 16th Street Mall are timed to prioritize effective operations of the Free MallRide. The speed limit on streets in downtown Denver is 25 mph.
12	Suggestion to gather input from people who work downtown	As described in Section 5 of the Environmental Assessment (EA), coordination with the public and opportunities for engagement have been provided throughout the Project. Public and stakeholder meetings were held during both the scoping period and the alternatives evaluation process. Stakeholder meetings included downtown residents, businesses, and property owners. In addition to public meetings during the EA review period, described in the “Public Review and Comments on the EA” section of this Finding of No Significant Impact, four sets of public open houses have been held throughout the course of the study (on July 27, 2017, October 18, 2017, March 8, 2018, and May 1, 2019) along with meetings specific to the disabled community. These meetings were announced on the Project website, in the Denver Post, and emailed to persons on the Project mailing list. The Project team also staffed an informational table on the Mall in July 2017 during a Meet in the Street event, to capture input from people in the downtown area.
19	Question related to the projected and potential cost and down time for the Rialto Cafe	As discussed in Section 3.1, Economic Conditions, in the Environmental Assessment, Project construction will temporarily impact businesses due to disruption of pedestrian flow, noise, and restricted or changed access. Businesses with alternate access on cross streets could experience intermittent closures of their access on the Mall during an approximately 8- to 12-month period of construction on each block; businesses with no alternate access will have their access on the Mall maintained during business hours. Rare exceptions could



Table 3: Individual Responses to Public Comments

Comment No.¹	Comment Summary	Response
		<p>occur, and coordination with businesses will occur to mitigate the impact of temporary access closure. Specific cost and schedule impacts on individual businesses will be identified during subsequent design phases.</p> <p>The mitigation commitments in Appendix B of this Finding of No Significant Impact commit to developing and implementing a Project Management Plan (PMP), with input from businesses adjacent to the Project limits. The PMP will include measures related to business and pedestrian access, a Business Impacts Working Group to discuss impacts and construction phasing, communication with businesses and property owners about the construction schedule, additional signage, regional outreach, special events and marketing, and identification of other measures. Specific details about these commitments is provided in Appendix B.</p>
20	Question related to the amount of front patio space at the Rialto Cafe	At this point in time, the 9-foot patio width in front of your business will not be increased. In this location between Curtis Street and Champa Street, the transit way lanes will be placed together into a single transit way in the center of the block and will have a 9-foot patio/gathering area, 10-foot walkway, and 9-foot amenity zone with trees and furnishings for public use.
22	Suggestion to underground transit on the Mall; concerns related to the condition of sidewalks, walkways, and median	<p>As noted in Section 1 of the Environmental Assessment (EA), a key purpose of the Project is to continue reliable two-way transit shuttle bus service on the Mall. Underground transit service in this location would not meet the purpose and need for the Project. It would also be technically infeasible from an engineering perspective due to constrained right-of-way and existing underground infrastructure and basements; it would be exorbitantly expensive; and it would result in significant impacts to the environment.</p> <p>As described in Section 2.4 of the EA, the Project includes all of the commenter’s suggestions regarding rebuilding sidewalks, walkways, removing</p>



Table 3: Individual Responses to Public Comments

Comment No.¹	Comment Summary	Response
		the middle median, installing more trees, and using historic replica globe lighting.
23	Concern regarding sidewalk maintenance	Although the Downtown Denver Business Improvement District regularly performs maintenance on the sidewalks, repairs to the existing pavement system can only be made when temperatures exceed 40 degrees, enabling the mortar to set.
24	Recommendation for the central transit way to not have a curb; rather, it should be level with the sidewalks in a woonerf configuration.	As described in Section 2.4.1.4 of the Environmental Assessment, the central transit way does not have a curb except at bus stops and would be consistent to a woonerf configuration (a Dutch term meaning a living street).
26	Suggestion to reuse granite tiles or make them available for sale	The Project does not have a specific plan for the granite pavers that will be removed during construction. The City and County of Denver is discussing sustainability principles as part of the design and construction of the Project, which may include reuse of some of the granite pavers.
27	Request to consider a subway along mall	As noted in Section 1 of the Environmental Assessment, a key purpose of the Project is to continue reliable two-way transit shuttle bus service on the Mall. Underground transit service in this location would not meet the purpose and need for the Project. It would also be technically infeasible from an engineering perspective due to constrained right-of-way and existing underground infrastructure and basements; it would be exorbitantly expensive; and it would result in significant impacts to the environment.
60	Concern surrounding delays and when construction will begin	Construction is anticipated to start in 2020 and is expected to take between 2.5 and 4 years to complete, depending on the methods used for construction, which have yet to be determined.



Table 3: Individual Responses to Public Comments

Comment No. ¹	Comment Summary	Response
61	Suggestion to privatize the Mall	The Mall is the site of publicly-funded transit operations. Maintenance (both street and transit operations) are also publicly funded. Therefore, improvements to the 16th Street Mall are proceeding as a public Project.
73	Request to maintain existing service and not slow or hinder the shuttles	The Project will maintain two-way transit service at current and planned service levels, as described in Section 2.4.2 of the Environmental Assessment.
83	Concern surrounding the original design of the granite pavers and request to maintain the existing patterns	As described in Section 2.4.1.2 of the Environmental Assessment, the Project will be implemented with granite pavers arranged to mimic the Mall's existing color and pattern in the transit way and pedestrian areas. The pavement pattern will honor and complement the existing character of the I.M. Pei- and Hanna/Olin-designed mall by retaining the 45-degree diagonal grid to resemble the Navajo rug/diamondback rattlesnake pattern and retain the small, medium, and large diamond patterns in the same, or approximately the same, spatial relationship as the original design.
91	Disagreement with the term 'locally preferred alternative' - concern that public was not involved in determining the name; concern related to impact of emergency vehicles on bus transit and the safety of passing emergency vehicles	As described in Section 5 of the Environmental Assessment (EA), coordination with the public and opportunities for engagement have been provided throughout the Project. Public and stakeholder meetings were held during both the scoping period and the alternatives evaluation process. Stakeholder meetings included downtown residents, businesses, and property owners. In addition to public meetings during the EA review period, described in the "Public Review and Comments on the EA" section of this Finding of No Significant Impact, four sets of public open houses have been held throughout the Project (on July 27, 2017, October 18, 2017, March 8, 2018, and May 1, 2019) along with meetings specific to the disabled community. These meetings were announced on the Project website, in the Denver Post, and emailed to persons on the Project mailing list. The Project team also staffed an informational table on the Mall at a Meet in the Street event in July 2017, to capture input from people in the downtown area.



Table 3: Individual Responses to Public Comments

Comment No.¹	Comment Summary	Response
		<p>The term “Locally Preferred Alternative” is the name given to the alternative selected by the project sponsors, in response to public and agency input and other factors.</p> <p>As described in Section 3.4.4 of the EA, transit operations within the Project limits would be disrupted when emergency, security, or safety providers access the Mall, in the same way operations are disrupted under existing conditions on asymmetrical blocks. Transit operations will accommodate emergency response service, as needed.</p>
92	Request for more information on cross-walks technology and truncated domes directional paths for people with low vision	As described in Section 2.4 of the Environmental Assessment, design features for safety and Americans with Disabilities Act compliance include an amenity zone with fixed furnishings and vertical elements of trees and lights to separate the transit way from the pedestrian walkway, directional indicators within 10-foot pedestrian walkways, and truncated domes at designated crossings and potentially at shuttle stops. Outreach to organizations representing the disabled community will occur during subsequent design phases to provide input on components of the design related to accessibility, including the material and contrast for the truncated domes and directional indicators. This mitigation commitment is included in Appendix B of this Finding of No Significant Impact document. Although pedestrians can cross the transit way at any point along the Mall, the designated crossings will be clearly marked and occur at cross streets and at the ends of each block.
94	Request for shuttles to run at more controlled intervals	Buses can be moved off schedule by events such as a wheel chair passenger requiring ramp deployment to board the bus; a truck blocking the Mall; and emergency vehicles on the Mall. With shuttles running every 90 seconds in peak hours, buses cannot recover their schedule until the end of the trip. These effects on one bus schedule easily cascade to other buses when they are running every traffic signal cycle, which can result in bunching of buses with big gaps between.



Table 3: Individual Responses to Public Comments

Comment No.¹	Comment Summary	Response
97	Request to consider partnering with the Denver Smart City Project to improve mobility and connections within the Mall	As noted in Section 2.4.1.5 of the Environmental Assessment (Utilities and Technologies of the Future), the Project will provide the opportunity to install fiber optic and/or telecom utilities to meet current and future demands. Wi-fi, LiDAR, infrared, and other communications systems may be installed to allow for future technologies, which will allow for integration with the City and County of Denver’s Smart City Project.
100	Comment regarding prior study recommendations that are not reflective of the proposed Project	As noted in Section 2.1 of the Environmental Assessment (EA), many prior studies and proposals for rehabilitation have been conducted by the Downtown Denver Partnership, the City and County of Denver, and the Regional Transportation District to address the Mall’s aging infrastructure and other issues, but none has resulted in a comprehensive rehabilitation of the Mall. Prior studies and planning activities related to the Mall were taken into account during the alternatives development process for this EA. The features of the Project are needed to meet the current purpose and needs of the Project.
112	Concerns related to pedestrian safety at Mall cross-streets	As described in Section 2.4.1.8 in the Environmental Assessment (EA), bulb-outs will be implemented on cross streets to slow traffic and reduce the crossing distance for pedestrians on those streets, except for instances where space is reserved for existing bicycle or light rail transit infrastructure. Additional intersection improvements to slow traffic and increase pedestrian safety (e.g., pavement patterns, pavement color, or pavement texture) will be considered during subsequent design phases. Pavement patterns, color, or texture would visually help extend the Mall through intersections.
131	Request for security guards to randomly ride the Mall shuttles to improve safety	Regional Transportation District (RTD) officers currently ride some of the Mall shuttles seven days a week from 7:00 am to 9:00 pm. RTD may adjust this schedule based on conditions and available funding.
142	Request for improved lighting on the Mall	The historic light fixtures on the Mall were replicated and replaced in 2016. The Project will continue to have historic replica light fixtures, and new pole-based



Table 3: Individual Responses to Public Comments

Comment No.¹	Comment Summary	Response
		lighting fixtures will replicate the existing light fixtures. As noted in the EA in Section 2.4.1.6 and 2.4.1.7, other types of light fixtures could be incorporated into the design using Crime Prevention Through Environmental Design principles.
148	Request for bus shelters and emergency phones	Installation of bus shelters is not included in the Project, but the Project does not preclude consideration of shelters in the future. Ongoing coordination with emergency service providers will determine the range of security measures to be implemented on the Mall, and emergency phones will be part of that evaluation.
154	Request to retain shuttle buses and run them more frequently during Rockies season	This Project is not changing the Regional Transportation District’s current and planned operations.

¹ Comment numbers can be cross referenced to the individual comments in Attachment 1.



Appendix A, Attachment 1
Master Comment Response Table
Original Agency and Public Comments

16th Street Mall Environmental Assessment
Comments Received During the Comment Period and Responses
April 16-May 14, 2019

Comment #	Date	Name	Comment	Response
1	5/8/2019	Downtown Denver BID	<p>At its regular meeting of May 1, 2019, the Downtown Denver Business Improvement District (BID), voted unanimously to support the findings of the 16th Street Mall Improvements Environmental Assessment (EA) and to authorize that this letter be submitted to you as part of the EA public comment process. The BID has played a central role in the upkeep and activation of the 16th Street Mall ("Mall") since the BID was formed in 1992 and, since the Mall opened in 1982, through the BID's predecessor organization the Mall Management District. The care of the Mall is and has been the most important element of the BID's annual work program throughout that entire time. The BID was also thoroughly involved in a series of studies that have investigated all aspects of the Mall since 2008, culminating in the Environmental Clearance process of the last two years that has resulted in the issuance of the EA. Based on our standing, our experience and our expertise, we support the EA, as well as the Locally Preferred Alternative (LPA) it recommends, and want to emphasize the following points:</p> <ul style="list-style-type: none"> • The biggest challenge in maintaining the Mall infrastructure for the last 37 years has been the failing paving system. The EA notes this and rightly points out the major flaw in the original design that led to this, which is the lack of a drainage system under the paving system, which has led to deterioration in the paving system and rapidly accelerating repair costs. The LPA recommends a complete reconstruction of the paving system, including replacement of the underlying concrete slab, and a drainage system to carry away any water that penetrates the paving system. We strongly support this. There are other systems nearing the end of their lives, such as the electrical system, which will also benefit greatly from the LPA-recommended total reconstruction. • Conflict between pedestrians and RTD's Free MallRide ("shuttle") operations is another major issue identified in the EA that has also concerned the BID for many years, especially due to the proximity of shuttle operations to the pedestrian walking areas. Pedestrians often walk very close to the transit lane, or even step into the transit lane because the sidewalk is crowded – creating potentially hazardous situations. As shuttle frequency and pedestrian activity have increased in the last decades, these conflicts have continued to increase as well. We support the LPA recommendation to bring the two shuttle lanes together and separate the main pedestrian walking paths from the transit lanes by 5'-9' wide zones where Mall trees, lights and other amenities will act as buffers between shuttle and pedestrian movements. • Improved activation of the Mall has been a primary goal of the BID throughout its history. The BID experimented for many years with a variety of programs to activate underutilized areas of the Mall, especially the medians. Nothing the BID tried has worked effectively, and we came to the realization that the median's narrow width and its location between two busy transit lanes made meaningful activation impossible. The LPA's recommendations to eliminate the median, bring the transit lanes to the center, and use the extra space to widen the sidewalks will provide much more flexibility and many more meaningful activation opportunities for Mall users. <p>In addition to our support for the EA and its LPA, the BID would like to make the following requests as the process moves forward to its next stages:</p> <ul style="list-style-type: none"> • The LPA's recommendation to eliminate the medians significantly limits locations for emergency and maintenance vehicles to park on the Mall during the course of their necessary operations. We encourage the City of Denver to identify and designate portions of curb lanes of streets intersecting the Mall as loading/parking zones for authorized emergency and maintenance vehicles. Ideally, these designated areas would be as close to the Mall as possible. • Participation from and communications to property owners adjacent to the Mall have been timely and consistent throughout the Environmental Clearance process. We encourage all parties overseeing the next phases of the Mall reconstruction process to continue to communicate with and engage property owner representatives in every aspect of the process. <p>Thank you to the Federal Transit Administration, the City of Denver, RTD, the Downtown Denver Partnership, the consulting team and all of the other parties who have worked to develop this meticulous, thorough and well-written EA. We are confident that, if approved, the EA will provide a great first step in planning for the next 40 years of the Mall and will reinforce its continuing and growing role as the heart of Downtown Denver.</p>	<p>Thank you for your partnership in the project and upkeep of the Mall and your support of the Environmental Assessment and the Locally Preferred Alternative (Project). Regarding providing space on cross streets for emergency and maintenance vehicles, the Project commits to a new mitigation measure stating that the City and County of Denver (CCD) will coordinate with the Regional Transportation District (RTD), the Downtown Denver Partnership (DDP) and the Denver Police Department during subsequent design phases to explore options for the parking of emergency and maintenance vehicles as necessary for ongoing operations on the Mall. This change is listed in the mitigation plan in Appendix B of this Finding of No Significant Impact (FONSI) and is described in the <i>16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet</i>, published by the Federal Transit Administration (FTA) and RTD in November 2019 and available on CCD's Mall Experience website. The Denver Police Department will adapt to ensure officers can quickly respond to emergency situations.</p> <p>Regarding communication with property owners, the mitigation measures in Appendix B of this FONSI commit to coordination with business and property owners. Specifically, CCD, in coordination with RTD, DDP, and the contractor, and with input from businesses adjacent to the Project limits, will develop and implement a Project Management Plan (PMP). Appendix B provides specific detail on coordination and input regarding access, communication, additional signage, regional outreach, special events/marketing, and identification of other measures, and includes a Business Impacts Working Group to discuss impacts and construction phasing. The PMP will include the Public Information Plan (PIP) with specific outreach strategies detailed in Appendix B.</p>
2	4/15/2019	Not Provided	Please get RID of the street pavers--they are constantly being repaired/replaced and a waste of taxpayer money	Table 2, General Comment Response [A] and [B]
3	4/15/2019	Bennett Batten	Get rid of the busses, move them to 17th	Table 2, General Comment Response [C]
4	4/15/2019	Alyssa Cogan	Please make sure that the new pave stones are tested to make sure they are not slippery when they are wet. What are you going to do about the uneven pave stones due to the freeze and melting period? Are there plans to increase the snow removal frequency on the mall and by the light rail stations? There is always ice by 16th and California and large puddles by 16th and Stout light rail stops. Can you add emergency phones on the mall like they do on school campuses? Could you add a designated pathway specifically for the blind that has special raised bumps? And beeping lights for the blind? Thank you.	<p>Table 2, General Comment Response [B] and [D]</p> <p>Ongoing coordination with emergency service providers will determine the range of security measures to be implemented on the Mall, and emergency phones will be part of that evaluation.</p>
5	4/15/2019	Golden Sneddon	Bike Lanes plz	Table 2, General Comment Response [E]
6	4/15/2019	Dave Bateman	Please add alternative transportation lanes for bikes and scooters (please get input from Lime, Bird, Lyft, etc...) Also, the pavers need to go. I have numerous people trip on them. I have worked downtown on the mall for 10+ years and it is an urban treasure but needs to be improved.	Table 2, General Comment Response [A] and [E]
7	4/15/2019	Tim	Using 16th Street is a hassle because of the overwhelming number of panhandlers and transients. I believe that panhandling without a permit should be illegal because it makes the mall unwelcoming. With the high cost of living, low wages, and cashless technology the middle class doesn't necessarily have much change to give. People that don't have a purpose, or nowhere to go are often dangerous. If it is a shopping mall, so we should to treat it as such; no loitering. Bikes should be allowed on the mall streets because it's much safer, and cheaper than installing bike lanes. Reducing the number of bus stops by half would reduce transit times.	Table 2, General Comment Response [E], [F], and [G]
8	4/15/2019	Not Provided	Until the shuttle busses are removed the 16th street mall will never be overly pedestrian friendly. Use Pearl Street Mall in Boulder as an example.	Table 2, General Comment Response [C]
9	4/15/2019	Not Provided	<p>I'd love to see the 16th st mall more pedestrian friendly. The RTD buses are huge and menacing, running stops and almost hitting people non-stop. I'd like to see smaller shuttles, such as the small self-driving shuttles being tested by the airport. This will allow for narrower shuttle lanes, and allow room for a bike/scooter lane for people to use to travel up and down the mall safely.</p> <p>The pedestrian crossings are not timed for pedestrians, usually cars have very long lights, with no cars going through, while 50 pedestrians wait, then jaywalk, then a car flies through at 50+mph honking and almost hitting people. The cross streets should have much lower speed limits, with pedestrian warning signs reminding cars it is the state law to yield for pedestrians, along with shorter crossing distances and islands to help people cross safer. Cars need to be reminded of the law like they do in Boulder. In Denver cars feel like it's their duty to reprimand and scare pedestrians, there's no enforcement for aggressive driving in crosswalks, often cars almost clip me in front or behind, there's no respect for pedestrians and no enforcement whatsoever.</p> <p>It would be nice to have more art installations and more areas for sitting, similar to Boulder's pearl St. Overall it would be nice to have the area more welcoming, relaxing, and less dangerous. I work right on 16th st mall and mostly avoid it because I don't feel safe at the crossings, and there's not enough pedestrian room to walk safely, I feel like I'm going to get run over one way or another.</p>	<p>Table 2, General Comment Response [E], [H], [I], and [O]</p> <p>Regarding traffic signal timing, the signals along the 16th Street Mall are timed to prioritize effective operations of the Free MallRide. The speed limit on streets in downtown Denver is 25 mph.</p>
10	4/15/2019	Samuel Rosales	I would love to see more 3 compartment waste bins on the mall - one for trash, recycling & composting. If people had more access to recycling bins, it would encourage the repetitive act of recycling. Could we also consider the idea of white pavement near the mall? It reduces the impact that the windows have on city heat during the summer.	Table 2, General Comment Response [A] and [I]
11	4/15/2019	Stephen Garcia	Reuse the trees that are already on the mall to line both sides of the new mall design. Those lighted trees during the Christmas season are what bring the holiday feeling to the mall.	Table 2, General Comment Response [J]

16th Street Mall Environmental Assessment
Comments Received During the Comment Period and Responses
April 16-May 14, 2019

Comment #	Date	Name	Comment	Response
12	4/15/2019	Eric J Steinbach	You should open up the suggestions to people who work downtown on the mall that are not residents of Denver as they can contribute ideas to how to solve the issues on the mall and how to attract more spending downtown.	As described in Section 5 of the Environmental Assessment (EA), coordination with the public and opportunities for engagement have been provided throughout the project. Public and stakeholder meetings were held during both the scoping period and the alternatives evaluation process. Stakeholder meetings included downtown residents, businesses, and property owners. In addition to public meetings during the EA review period, described in the "Public Review and Comments on the EA" section of this Finding of No Significant Impact, four sets of public open houses have been held throughout the course of the study (on July 27, 2017, October 18, 2017, March 8, 2018, and May 1, 2019) along with meetings specific to the disabled community. These meetings were announced on the project website, in the Denver Post, and emailed to persons on the project mailing list. The project team also staffed an informational table on the Mall in July 2017 during a Meet in the Street event, to capture input from people in the downtown area.
13	4/15/2019	Aaron Schultz	An important part of the integrity of the design as well as a prime environmental feature are the mature center-lane trees. This plan does not address the destruction of these trees or how their replacement with saplings on the edge of the transit lanes would decrease the ability of the mall to filter air pollution and mitigate the urban heat island effect.	Table 2, General Comment Response [J]
14	4/15/2019	James	This is a truly poor idea! I understand the need to correct issues that are creating high maintenance costs. Then remove the pavers and use concrete with proper drainage to correct those issues. There is no need to completely change the way the mall is configured. This money will be a complete waste. I work just east of the mall and am very frequently in the area. That said I try to avoid the mall at all costs due to the high number of homeless people that constantly harass anyone walking or on the bus. There is also a high level of crime on the mall which needs addressed. There is no reason to spend all this money on something that is a dump and no respectable citizen would want to go to let alone walk or ride the bus. You need to focus on cleaning up the crime and getting rid of the homeless and panhandlers more than anything. I simply can't support a decision that wants to pour money into a lost cause. Once again government shows why it shouldn't be trusted with public funds and just continues to waste money.	Table 2, General Comment Response [A], [B], [F], [K]
15	4/16/2019	Not Provided	Please make the walking surface so it is not slick when wet. The signage at the end of each block is obtrusive to walkers because it is so large. Plz enforce the no bikes/skateboards/scooters/smoking on the mall. I would like to see more presence of security. This seems to have dissipated over the last year.	Table 2, General Comment Response [B], [E], [F] and [L]
16	4/16/2019	John Elmore	Bathrooms!!! Please for the love of God put some bathrooms into the design. I would pay 5 dollar to use the bathroom. Free would be nice, but free usually equates to, someone will screw it up somehow. Denver is devoid of public bathrooms. I mean more so, than other cities of comparable size. And it is ridiculous. Thanks.	Table 2, General Comment Response [M]
17	4/16/2019	Kathryn Oliver	I used to work downtown (early 2000's) and I loved the pedestrian aspect of the mall. Fairly family-friendly as well. I was there two weeks ago with my daughter and I could not say the same. Unless you count the children's department in one of the bigger clothing stores or Tattered Cover, there is nothing for kids. No attractions, no entertainment (other than the movie theater), no activities. I used to think of it as the heart of the city, but that idea is a hard cell if you aren't really encouraging families to show up.	Table 2, General Comment Response [I] and [N]
18	4/16/2019	Not Provided	While I love the inspiration behind the current paver design (which I was unaware of until reading the EA), I urge you to replace them with something that does not become slippery when wet/icy/snowy. The current material is flat out dangerous!	Table 2, General Comment Response [B]
19	4/16/2019	R Kevin Brown	what is/are the projected and potential cost and down time of this project as it relates to the Rialto Cafe space along the mall?	As discussed in Section 3.1, Economic Conditions, in the Environmental Assessment, Project construction will temporarily impact businesses due to disruption of pedestrian flow, noise, and restricted or changed access. Businesses with alternate access on cross streets could experience intermittent closures of their access on the Mall during an approximately 8- to 12-month period of construction on each block; businesses with no alternate access will have their access on the Mall maintained during business hours. Rare exceptions could occur, and coordination with businesses will occur to mitigate the impact of temporary access closure. Specific cost and schedule impacts on individual businesses will be identified during subsequent design phases. The mitigation commitments in Appendix B of this Finding of No Significant Impact commit to developing and implementing a Project Management Plan (PMP), with input from businesses adjacent to the Project limits. The PMP will include measures related to business and pedestrian access, a Business Impacts Working Group to discuss impacts and construction phasing, communication with businesses and property owners about the construction schedule, additional signage, regional outreach, special events and marketing, and identification of other measures. Specific details about these commitments is provided in Appendix B.
20	4/16/2019	R Kevin Brown	Will any of these plans increase the space available for my front patio at the Rialto Cafe ?	At this point in time, the 9-foot patio width in front of your business will not be increased. In this location between Curtis Street and Champa Street, the transit way lanes will be placed together into a single transit way in the center of the block and will have a 9-foot patio/gathering area, 10-foot walkway, and 9-foot amenity zone with trees and furnishings for public use.
21	4/16/2019	Not Provided	The first thing that needs to be done is to remove the homeless and drug users from the downtown area and make the mall a safe place for families. The second is to spend less on the project, why would you use granite when there are other products for surfaces that would look just as good and function just as well. I see a lot of old chronic potholes being fill on this project.	Table 2, General Comment Response [A] and [F]

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22	4/16/2019	Ralph Corigliano	There is way too much car and bus traffic on the 16th St. mall area, the number of people downtown has significantly increased, so it would be nice to eliminate the buses and put in a rail system underground, like the DIA train. The buses were nice at the time and I am glad the buses use propane now, but are now outdated. The buses are always very crowded and very hot in the summer time. They pose a risk to pedestrians and are an eye sore to the mall itself and are too big and noisy. There should be no skateboards, scooters or bikes allowed on the mall as these also pose a risk to pedestrians. There should be no crossing traffic or limited to certain streets from 15th to 17th streets as this also poses a threat to pedestrians and takes away from the shopping experience. The sidewalks, walkways and the middle of the mall area also need to be redone as these are deteriorating. More greenery, plants, trees etc. would be nice as well. It would be nice to see uniform store fronts and to keep the nostalgic large globe lighting, not so many restaurants and bars, we have too many now. More outdoor seating would be nice to sit and rest. Remove the Marijuana stores please, those stores should not be allowed on the mall at all and should be limited to the side streets. Although the clock tower is nice, I feel that it is way too small for any types of events and should be moved to a new event theater. Not to be mean, but vagrants, pan handling, etc. should be removed at all costs. A police station on the mall would be beneficial.	Table 2, General Comment Response [C], [E], [F], [H], [I], [N], and [O] As noted in Section 1 of the Environmental Assessment (EA), a key purpose of the Project is to continue reliable two-way transit shuttle bus service on the Mall. Underground transit service in this location would not meet the purpose and need for the Project. It would also be technically infeasible from an engineering perspective due to constrained right-of-way and existing underground infrastructure and basements; it would be exorbitantly expensive; and it would result in significant impacts to the environment. As described in Section 2.4 of the EA, the Project includes all of the commenter's suggestions regarding rebuilding sidewalks, walkways, removing the middle median, installing more trees, and using historic replica globe lighting.
23	4/16/2019	Danielle M. Andre	Please make the walkways (sidewalks, etc.) out of a material that isn't slippery. I have fallen on the mall pavement several times. I understand the need for aesthetics, but the current formulation of the walking surfaces become extremely slippery to pedestrians in rainy or snowy weather. Also, it would be great if the sidewalks were actually maintained. There are so many areas of the sidewalks that have loose or sunken pavers, which pose hazards to the pedestrians who use the mall every day.	Table 2, General Comment Response [B] Although the Downtown Denver Business Improvement District regularly performs maintenance on the sidewalks, repairs to the existing pavement system can only be made when temperatures exceed 40 degrees enabling the mortar to set.
24	4/16/2019	John Riecke	The central busway should not have a curb; it should be level with the sidewalks in a woonerf configuration.	Table 2, General Comment Response [D] As described in Section 2.4.1.4 of the Environmental Assessment, the central transit way does not have a curb except at bus stops and would be consistent to a woonerf configuration (a Dutch term meaning a living street).
25	4/16/2019	Tracy C	Would love to have more space to walk, AND places to sit outside if I bring my lunch and want to be outside eating it instead of up in my work building. My only concern is that any public seating would be taken over by those currently experiencing homelessness and not sharing with everyone else.	Table 2, General Comment Response [F] and [I]
26	4/16/2019	Rebecca Gernes	I am wondering if there is any plan for the granite tiles that will be removed for the redesign. It would be wonderful if the city could find a way to re-use them or make them available for sale, e.g. as garden pavers or decorative pieces. Whether they are made available to the public or not, it's important to consider if they can be salvaged in any way. They could be a great way to involve the public in preserving/memorizing an iconic piece of Denver, reduce waste, and ensure a responsible life cycle for the materials.	The project does not have a specific plan for the granite pavers that will be removed during construction. The City and County of Denver is discussing sustainability principles as part of the design and construction of the Project, which may include reuse of some of the granite pavers.
27	4/16/2019	Neil Greenzweig	I would like to see consideration of a SUBWAY for transportation along mall along with additional space dedicated to public rest rooms and merchandising stalls.	Table 2, General Comment Response [I] and [M] As noted in Section 1 of the Environmental Assessment, a key purpose of the Project is to continue reliable two-way transit shuttle bus service on the Mall. Underground transit service in this location would not meet the purpose and need for the Project. It would also be technically infeasible from an engineering perspective due to constrained right-of-way and existing underground infrastructure and basements; it would be exorbitantly expensive; and it would result in significant impacts to the environment.
28	4/16/2019	Albert Greuter	Was consideration given to having the mall become pedestrian only and moving the shuttles to 15th and 17th? It just seems that moving the shuttle would make the mall safer by removing the bus traffic and create more outdoor space for restaurants, kiosks, etc.	Table 2, General Comment Response [C]
29	4/16/2019	Noah Patrick	I ask you to please reconsider your plan to remove the 7 block mature urban tree canopy on the 16th Street Mall. This is an extremely short-sighted decision, based on a seemingly false notion that the trees are non-viable and that the canopy will come back in the short term. It will take an entire generation before new trees grow to the size of what we have today. And, by the time those trees grow up, we will go through this entire "the Mall is tired looking and needs a renovation" cycle again. Please, consider - where else do we have any sort of significant tree canopy in downtown Denver? It feels so cavalier to just destroy really the only "soft" green space in downtown where people are able to feel even remotely connected to nature. All in the name of, what, adding 2 extra feet to sidewalks? How much does that really add to the pedestrian experience? Can you even add more patio space with 2 extra feet? And, if you remove the canopy, how enjoyable is it going to be to actually sit on an outdoor patio along the mall? Take a second to imagine Denver on a blazing 100 degree August day, which will become far more prevalent as climate change affects our city. Is it not enjoyable to find respite in an otherwise hard-surfaced, bare downtown among trees? Think about when you've walked down the mall on a January evening - snow falling, carriages passing, people Instagramming - and the Christmas lights wrapped around the trees. That will not exist for YEARS. Is it really worth reconfigured bus lines to tear out 7 blocks of mature trees? Take another moment to think about where else something like this exists in downtown Denver. Can you think of anything? Maybe a portion of Skyline Park? Is that sufficient? Consider how much of downtown has virtually no trees. Look at 15th street, 17th, 18th, 19th. There has been zero effort to create or preserve new tree canopies in downtown with the explosive development we have seen there. All you have to do is take a walk outside - one-way streets 4 lanes wide with zero greenery except maybe a planter here and there with some pansies. It truly feels like someone is trying to play SimCity here. Make everything "perfect" and the place will become "perfect," right? "If we just reconfigure all this stuff and tear down all these trees and spend \$130 million, it will become perfect!" Please consider the long term effect of removing these trees. There will not be another tree canopy downtown for 20 years. The city has not created anything like this elsewhere for people to enjoy. You'll be removing the last urban tree canopy downtown and complete the transformation to barren, hard, concrete canyons along every street. Out-of-towners come to the mall as a gathering place. Trees - shade, greenery, visuals - create that.	Table 2, General Comment Response [J] and [K]
30	4/16/2019	Robert	Excellent. It really sounds like those involved in this project have some great ideas. There has been a good amount of data from other major U.S. metro areas that connect the planting trees, adding any type natural green to an area, and the reduction of crime. Also the addition of more breweries. Breweries especially those with outdoor space (and games) have become a great, and socially acceptable way of taking the family out for an evening adults and kids can enjoy.	Comment noted.
31	4/16/2019	Stephen Garcia	The trash cans on the 16th st mall have to be made bear proof. In other words, made so individuals cannot take the top off and scrounge around inside. There can be no permanent seating of any kind, like benches. They will attract the wrong type of crowd to occupy the seating all day long. Keep the temporary chairs and tables the way it is now.	Table 2, General Comment Response [I]
32	4/16/2019	T Stone	I never go to 16th st mall. I used to - 15 years ago, but it is sketchy. Would never take my family there. Maybe try cleaning up the place? Make it safe?	Table 2, General Comment Response [F]
33	4/16/2019	Chris J	I've worked on 16th street for over 3 years and unless we get the homeless population under control it won't matter what type of renovation we do, people will continue to avoid this area.	Table 2, General Comment Response [F]
34	4/16/2019	Robert A Lewis	What is the city going to do about the homeless, cigarette smoking, riding electric scooters, bikes, and pedi-cycles that are constantly on the sidewalks now with zero enforcement despite signs, laws and police patrolling? Are you doing this so more people that have no respect for laws can congregate and harass visitors? I live downtown and Do Not advise anyone to walk down 16th St. Mall at night. Denver's officials pass laws that none enforces!!!!	Table 2, General Comment Response [E], [F], and [L]
35	4/16/2019	Not Provided	Stop enabling the homeless...we don't frequent the downtown area any longer because of safety issues due to the sanctuary city status of Denver and their enabling of the homeless.	Table 2, General Comment Response [F]
36	4/16/2019	Caroline	We won't come one reason is because of aggressive panhandling. The other is there is not good security. You need to have armed security hired for the 16th street Mall.	Table 2, General Comment Response [F]

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37	4/16/2019	Not Provided	Remove Mayor Hancock from office by voting a mayor other than this person. He was accused of sexually assaulting a Denver police detective. Since he is black, he is scotch free. And he run the city and fund the city with level 1 controlled substance, marijuana taxes. Repeal and remove Amendment 64. Every where I go I smell the pungent poisonous drug. I go to the park, I smell it. I go to park my car to work, I smell it. I go to the public library, I smell it. I go to grocery store, I smell it in the parking lot. I go home. My neighbor smoke it. I go to work out. I smell it. Are you talking autism and marijuana cure it. All the heavy cloud in Denver on I-25, I drive every morning. I smell it. It is time to revoke amendment 64. There are too many stoner coming in to CO and causing car accidents. Downtown Denver is like San Francisco, homelessness and camping are widespread. They do drugs and they just got off the jail and no employer wants them. Another black council man want to have a place for stoner to get more stoned. They scare off people in downtown. Soon downtown Denver will be empty and it end up like Chicago with a lot of murder. It is like Democrat who could not figure out how to run the city and do something about the homelessness. Here is the answer. Revoke amendment 64. Please do not build anything but build nothing, just flat dirt ground. Homeless people will poop there. I do not know. Maybe just put another police station. And ready to enforce Red Flag Gun Control regulation.	Table 2, General Comment Response [F] and [K]
38	4/16/2019	Not Provided	As I drove across the mall o Sunday afternoon on my way to somewhere else, I noticed that, really, besides a handful of millennials, the only people on the mall were homeless. It's really become The Mall Of The Homeless. I avoid the mall at all costs, and I have worked in homeless services for 20 years. It's dangerous, and it's ugly, filthy and depressing. I'll go to Park Meadows or Cherry Creek or ANYWHERE else to shop, dine, be entertained. The declining infrastructure isn't what's deterring consumers—it's the homeless. The only way to make it safe and inviting to people who will spend money there and keep the economy going is to make it uninviting for the homeless. Denver has got to quit putting "political correctness" above the needs of the residents of the city with the means to revitalize the downtown business district. The homeless are killing downtown. If you don't get REAL about that and keep them off the mall, it will continue to die until it's Skid Row.	Table 2, General Comment Response [F]
39	4/16/2019	Debby Myers	Remove the addicts who urinate and leave human waste on the mall. More security. With addicts ton the mall he crime has gone up and people don't want to spend time on the mall. Businesses are leaving and employees don't feel safe even walking to their cars.	Table 2, General Comment Response [F]
40	4/16/2019	John Gault	I live in Elizabeth. I will not go there due to the homeless drunks, druggies, and panhandlers getting in our faces. The rampant drug use and the smell of human crap doesn't help either. Do you want Denver to be known as another LA or Seattle?	Table 2, General Comment Response [F]
41	4/16/2019	Cecilia Alexander	I believe that you should look into putting gates into alleyways so nobody is grabbed during a walk. Also, I would love to see lighter colored granite as the walkway and on a side note, I have always noticed tiles come up when walking on the current design. Maybe washing some buildings and alleys would assist in sight and smell. Also please add more stores. Maybe designated smoking areas.	Table 2, General Comment Response [A], [L], [N], and [Q]
42	4/16/2019	Pamela	After over 32 years of living in Colorado, we have witnessed the steady decline of the 16th Street Mall. What once was a destination has now become a place to avoid. Shame on those responsible for the decisions leading to its decline. You had it, but now you've lost it, and it will not be easy to restore.	Table 2, General Comment Response [F] and [K]
43	4/16/2019	Not Provided	It's a highlight of my trips to Denver to go and watch the idle, the high, the homeless, the bad behavior on the 16th Street Mall. I avoid it like the plague.	Table 2, General Comment Response [F]
44	4/16/2019	Not Provided	I think you should make the sidewalks in front of the store fronts on the mall as wide as possible so as to easily accommodate all the homeless and their stuff easily. Please continue not supporting those merchants who are being harassed by the Homeless Out Loud group, eventually no merchant will want to operate on the Mall and it can be given over to the homeless entirely. Make sure that our police are given no power to enforce the laws we have passed. Let mob rule or jungle justice reign freely.	Table 2, General Comment Response [F]
45	4/16/2019	Not Provided	???Make the sidewalks bigger??? Is that so more drug addicts will be accommodated in downtown Denver? Spend this money on helping your fellow man by getting them off of drugs and into jobs and clean housing.	Table 2, General Comment Response [F]
46	4/16/2019	Lisa Nash	You trying to open the sidewalks for more activities but if you don't address the people with mental health issues drug addictions and aggressive panhandlers downtown then you really not doing anything to improve it regardless where the bus runs	Table 2, General Comment Response [F]
47	4/16/2019	Matt Hamann	I strongly believe the homeless/ drug problems that are over running the 16th street mall need to be addressed before any rejuvenation of the mall should take place. If you do not make people feel safe and welcome in the public space, you wont get more use of the mall. People, myself and family included, don't go to the 16th street mall because of all of the vagrants, open drug use, and filth they bring with them.	Table 2, General Comment Response [F]
48	4/16/2019	Not Provided	You are so off base! Why do I stay away? Homelessness and all its problems, filth, feces, and begging. Drugs and all their problems. The smell of skunk that permeates from MJ users. Continual shootings and assaults. Worked downtown for 4 years. Could not even sit in a park to read a book, approached too many times by beggars and druggies. Won't even go to a Rockies night game anymore, don't feel safe walking back to the car. Clean it up....who cares about the buses???	Table 2, General Comment Response [F]
49	4/16/2019	Not Provided	I have watched the mall grow through the 80s and 90s and in the past I thoroughly enjoyed going there - for the shops, restaurants, etc. Now I specifically avoid the area because of the homeless people in the area. The stench of urine and feces in the summer is overwhelming. I fear for the safety of myself and my children due to the aggressive behavior of the homeless and the virtual absence of law enforcement. If these issues aren't addressed, it seems that any money spent in the area would be a complete waste of time. It doesn't matter how bus lanes are rearranged or giant potted plants are placed - if this is an area where people don't feel safe or are accosted by drug addicts then people won't go there and the businesses will eventually fail. Don't waste the money on construction until these problems are solved.	Table 2, General Comment Response [F] and [K]
50	4/16/2019	Edward Pavletich	Changes to the layout of the mall will not help until the City deals with the ever growing homeless and drug issues on the Mall. The current laws of the City protect the homeless and drug users instead of protecting the rights of the people the Mall revitalization is trying to attract. The practices and direction that the City is working towards have been tried in many cities across the US and continue to fail. The Mall is very dirty due to drug use and homelessness. To clean up the Mall, figure out the issues of homelessness and excessive drug use. Once these issues are resolved, The Mall will show less dirt, reduce the violence and pan handling that makes the Mall very unfriendly for families. The next issue is that the mall is not family friendly. Minimal activities for young kids.	Table 2, General Comment Response [F], [I], [K]
51	4/16/2019	Kendell Aitchison	I have couple other things to say about the 16th street mall. I had a conference for my work and we walked from our hotel to the Rialto Cafe. for dinner. We were bombarded by homeless people. I was completely embarrassed by my city. I also took the kids to see the lights a few years ago and it smelled awful. The mall is fine...you just need to get rid of the homeless and the pot.	Table 2, General Comment Response [F]
52	4/16/2019	Thomas Ziegler	I refuse to go to 16th St Mall to many beggars. Do not feel safe. Sick of the smell of marijuana. Solution: set up homeless camp site at the park on the NE corner Alameda and Colorado.	Table 2, General Comment Response [F]
53	4/16/2019	Robert D Benson	The mall experience is horrible and has not been dealt properly by City Council and the Mayor. The panhandlers are still aggressive, there are homeless people, and feces on the streets, etc. Guests from out of town said they would never come back to Denver and I am inclined not to go downtown unless necessary!	Table 2, General Comment Response [F]
54	4/17/2019	Not Provided	I think it is a great idea to make changes, but no changes will make a difference until the homeless and drug problems are taken care of. I do not think that any amount of money to renovate will make a difference until visitors feel safe. I will not ever come down no matter what you do until I can make sure my family could be safe. Parking is also a problem, need affordable parking. Will not come down after dark! During the day, only if I have to. If you add more benches, just more places for the homeless to sleep. DON'T SPEND ANY MONEY, UNTIL THE PLACE IS CLEANED OUT!!	Table 2, General Comment Response [F] and [K]
55	4/17/2019	Jenny	I've been in Denver since 95'. At one point I use to work, shop and eat down there. It's also where I would take out-of-town guest. I felt comfortable walking around after dinner. However, today the environment is not the same. Anytime I go there now no matter the time of day someone asks me for money. There are homeless people sleeping in door ways. It smells like urine. There is an uncomfortable Police presence monitoring that feels like this is a dangerous area. Also, we lost some great locally owned restaurants. I like the idea of the 16th street mall however, there are many other districts to go to now where I'm less likely to encounter all these issues.	Table 2, General Comment Response [F]
56	4/17/2019	Not Provided	It doesn't matter how many trees are planted, how you restructure the Free Mall Shuttle. The homeless, aggressive pan handlers and pollsters are the reason I avoid the 16th St. Mall - easier to walk down 18th or 15th.	Table 2, General Comment Response [F]
57	4/17/2019	Nancy Primmer	I used to work downtown and saw the growing problem with homelessness, the drugs and the drunks, but since I have retired I do not go downtown because of those issues. I will not submit my grandchildren to that environment. No matter what the redesign may be, I will not take my children or grandchildren so we can be harassed.	Table 2, General Comment Response [F]
58	4/17/2019	Joe Ennis	Denver has a huge problem and has made it impossible for my family and I to visit Downtown. The issues are aggressive homeless and public smoking of marijuana has made it impossible for us to feel safe. Not sure why people can smoke weed but its illegal to drink outside of a bar. Also the smells are horrifying from public defecation. Save your money and build safe housing for the poor.	Table 2, General Comment Response [F] and [L]

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59	4/17/2019	Kendell Aitchison	I am a Denver native of 40 years. We live in Stapleton. The Mall downtown has turned into a place full of homelessness. We have 3 kids and we can't take them down there. There are people smoking pot and asking for money. It is dirty. It is a shame that it has turned into such an awful place. First thing would be to move the homeless out.	Table 2, General Comment Response [F] and [L]
60	4/17/2019	Ramon Orlando Gonzalez	this is great news. I hope it doesn't take 5 years to begin the work. I am always amazed at how long projects like this one take to just get off them off the ground.	Construction is anticipated to start in 2020 and is expected to take between 2.5 and 4 years to complete, depending on the methods used for construction, which have yet to be determined.
61	4/17/2019	Not Provided	I think the 16th St mall should be privatized. Then it's easier to enforce no begging and loitering. Also - then people could walk around from one restaurant/bar to another with their drink in their hand. There are too many aggressive travelers/wanderers/homeless people on the mall right now. It is not inviting to people who want to go downtown and experience Denver. It could be so much better if it was privatized.	Table 2, General Comment Response [F] The Mall is the site of publicly funded transit operations. Maintenance (both street and transit operations) are also publicly funded. Therefore, improvements to the 16th Street Mall are proceeding as public project.
62	4/17/2019	Not Provided	Hello, I used to enjoy the 16th street mall and Capitol Hill as a child with family. Now it is overrun with drug addict's. Homeless defecating and urinating in the alleyway's, and pan handling. It's to put it lightly an embarrassment. As an adult I tell people who visit from out of state, Just how disgusting it is. Nor worth a visit. From Capitol Hill down to the river which 16th street connects. It all needs an over haul. If you can look past that you also have the danger of the night life to be careful of. I wish and hope to see a change until then. I'll keep taking my business to Park Meadows, Flat Irons, and Castle Rock outlets.	Table 2, General Comment Response [F]
63	4/17/2019	Not Provided	I don't take family or friends there anymore, especially after dark. Too many homeless following you and begging. It stinks and it isn't safe. Get the pan handlers out and clean it up!	Table 2, General Comment Response [F]
64	4/17/2019	Warren Mauter	Enforce the law. Arrest the gangs. Send the homeless out of state. In the last week I was on the Mall walking from the train up to 16th and Bdwy. I saw feces on the sidewalk. I saw a guy pulling down his pants in a doorway to do what can be imagined. Police vehicles parked every block don't do anything if you don't enforce the law. We stopped taking visitors downtown. We don't go unless we have to for business. Its an embarrassment that the city leadership has created and continues to permit to happen. Dont stop at the Mall. Clean up the whole city by first enforcing the law. No on 300. We can do better by enforcing the law and considering the impact on the citizens who pay taxes.	Table 2, General Comment Response [F]
65	4/17/2019	Randy Reynard	Only by cleaning up the social environment of the 16th street mall will you accomplish the goal of re-attracting people to visit it. Between the pan-handlers and bums hanging around and the smell of urine (and worse) it's simply not a pleasant place to visit. All the "facelift" in the world won't help until the rest of the problem is dealt with.	Table 2, General Comment Response [F]
66	4/17/2019	Marilyn	Until the homeless and pan handling is taken care of, I feel it is a waste of money. We no longer go to the 16th street Mall. We don't feel it is safe. It is dirty and gross down there. There are a lot of nicer areas in the metro area to go to. If Initiative 300 passes it will get worse on the mall. Why spend the money when our Mayor and Governor don't care what goes on and don't do anything to correct the problem. I think our downtown area is an embarrassment for tourists to see!	Table 2, General Comment Response [F] and [K]
67	4/17/2019	Josh Simon	The mall pavement and bus configuration is fine the way it is. No major changes are necessary.	Table 2, General Comment Response [K]
68	4/17/2019	Antonio Benton II	It would be great to remake 16th Street Mall into Denver's own version of the La Rambla in Barcelona. It's a great corridor that is car free.	Table 2, General Comment Response [C]
69	4/17/2019	Paula	Address the homeless issue.	Table 2, General Comment Response [F]
70	4/17/2019	Beverly Holzer	I am excited about this renovation, as I work in an office on the mall. My only comment is regarding the scooters. I know that there has been recent legislation passed, but nothing seems to have changed. It is increasingly difficult to walk as they race past with no intention of getting out of anyone's way. I have almost been hit several times, and it has been me who jumped out of the way. Thanks for this forum.	Table 2, General Comment Response [E]
71	4/17/2019	Not Provided	too many bums/panhandlers/campers/winos/people in need of mental health care.And no reason for me to go there. Ever. So do us a favor and keep them all contained in that area.	Table 2, General Comment Response [F]
72	4/17/2019	Not Provided	I tell all of my out of town visitors to stay away from downtown Denver because it will make them sick and it is extremely dangerous. A friend of mine from work was attacked in downtown and spent a week in the hospital. No justice was done to secure the safety of other visitors downtown.	Table 2, General Comment Response [F]
73	4/18/2019	Jim McGee	Thank you for the renovation, I used to really enjoy the mall. Keeping it a Mall Shuttle only, no other vehicle traffic is important. Please do not slow or hamper the shuttles with the redesign, that is a long distance to transverse from the Capitol to Union Station (With the Light Rail in the middle at California). There is currently sufficient walking space. The problem has been with the unlawful, stinky, rude, and frankly dangerous crowd moving in - now the businesses are vacating (clean family businesses were the first to fold), and it is now in the middle stages of a death spiral. While I appreciate the large investment, if there are no "attractive" merchants (food / shopping) there will be no reason to go to that part of town. It was such a good attractive central artery from the Capitol area to the Union Station Area, and since it is so long - the free shuttles are a must to get to the fewer remaining "magnet" destinations there. Without a "reseeding" of the businesses on the mall, it may be too late - we may be spending good money for bad... perhaps the Coors Field are will end up being the Downtown destination. (And that is sad, because the long neglect and mismanagement has a strong probability that allowed a small "illness" to become "fatal" to that district) Thanks again for trying, I hope it really isn't too late.	Table 2, General Comment Response [F] and [N] The Project will maintain two-way transit service at current and planned service levels, as described in Section 2.4.2 of the Environmental Assessment.
74	4/18/2019	Steve Weaver	My wife and I no longer go to the 16th Street mall due to panhandling, transients and people hanging out. A face lift won't cure the core problem. My wife and I used to frequent the Paramount theater but not anymore. If I can't walk 25 feet without being hit up for money and sometimes very aggressively, we will go else where.	Table 2, General Comment Response [F]
75	4/18/2019	Not Provided	Enforce panhandling, littering, smoking, camping and vagrancy laws vehemently to deter those who are not downtown to work/shop/attend conventions. (Just look at comments from visitors on yelp / TripAdvisor. it is the undesirables that deter people from visiting more on the mall, not infrastructure). The proposal for the two bus lanes in the middle is great and will be better for pedestrian traffic, but will only go so far if the homeless/vagrant population is not removed. Please don't turn Denver into Seattle or San Francisco.	Table 2, General Comment Response [F] and [L]
76	4/19/2019	Kim powers	I am 60 years old and grew up in the Denver area. I remember going down town as a young child to pick my Mom up from the bank she worked at. It was a "lock all the car doors" type of event. The best years were in the early to mid 90's. A whole different city coming to life. Loved our time spent down there. Now it's back to even worse than lock all your car doors type of event. The 16th St Mall area is just plain scary and dangerous. The drugs, the alcohol, the street people, the ones suffering from mental disorders, our Vets having to panhandle, the having to hold your breath or you'll inhale the pot being smoked by the people in front of you walking on the mall, the scooters running people over. The 16th street mall should be a gathering place that represents our city to those that live here and to those that visit and you know...it does. It clearly shows that it's become the one huge dumpster and will continue to become a landfill because we don't have ANYONE that remembers what Denver represents but instead we are in direct competition with the San Francisco, the Seattle, the Portland, etc. Let's see which city can be the top of the dumpster it's become. Get someone that cares more about the people that would like to support the 16th Street Mall and surrounding area and get rid of those that are letting it deteriorate.	Table 2, General Comment Response [F]
77	4/19/2019	Jane Olufsen	Need police protection and some kind of ban on pan handling, my family will no longer visit me here due to pan handlers and homeless approaching them to ask for money, food or free weed. NONE of my family from other states want to come here anymore. Too many pan handlers!	Table 2, General Comment Response [F]

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Comment #	Date	Name	Comment	Response
78	4/19/2019	Noah Patrick	<p>I'm writing to convey my sincere concern about removing the 7 block tree canopy along the mall. I understand the desire to reconfigure the bus lanes. I do not believe the loss of the only significant tree canopy in downtown is warranted, however. The goal appears to be to give folks disembarking the buses some additional room to do so without interfering with pedestrian traffic. It also appears to be, in part, to add 2 extra feet of patio or sidewalk to each side of the street. I ask you to consider the trade-off. Does 2 extra feet of sidewalk or patio space (can you actually add any more patio space with just 2 extra feet?) warrant removing decades-old trees that significantly add to the atmosphere of the mall? Trees do not exactly grow well or fast in Denver, particularly urban spaces where their roots and water are constrained. It will take a generation for the tree canopy to grow back. This is not a short term-impact, where in two years there will magically be a new canopy for people to seek shade under. I also do not trust that a concerted effort will be made to bring back a healthy, dense, attractive tree canopy. Based on what the mall looks like west of Arapahoe, I anticipate we will wind up with vast hard surfaces and very little shade from stunted trees.</p> <p>There is nothing like this in downtown. Skyline Park has a few trees. But we should be ENLARGING our tree canopy downtown, not decimating it. I understand there is an argument out there that these trees are not viable. When you go down and look at those trees, they are healthy. Why don't we keep those trees and, if in the long term they truly aren't viable, then we can address removing them and replacing them? It seems incredibly wasteful and incredibly detrimental to downtown's streetscape to remove perfectly healthy trees like this, particularly in an area that already has an absolute dearth of trees. Please take a moment to consider what the rest of downtown looks like - one-way streets 4 or 5 lanes wide, ZERO trees, hard concrete surfaces and little pedestrian activity. People gravitate to green spaces, particularly the tourists and conventioners who seek a "place" in Denver. Without a canopy, which seemingly could last for a few more decades, how inviting are people visiting Denver going to find one of the few places to congregate downtown? Picture yourself on a blazing 100 degree August day walking down the mall - 100 degree days that will become more common with global warming. How nice is it to be able to walk around with the shade of those locust trees? If they were not there, how compelling is it for you to think about going outside and walking around in the sun when you bring visitors to town?</p> <p>I am by no means a crotchety old man who hates spending money on civic improvements and transportation. I support efforts to continually make Downtown Denver more attractive and pedestrian friendly and vibrant. I think removing this tree canopy in the name of marginally improved (though I think it's even not proven that this will improve it) pedestrian experience will actually do the opposite: deter pedestrian activity and the experience for folks looking for a respite from an otherwise very hard-surfaced, barren downtown.</p>	Table 2, General Comment Response [I]
79	4/19/2019	Michael Budzinski	I hope alive to see, people riding scooters are dangerous and my service dog was almost hit and the bicycle riders who believe the city would be nothing without them. If feel in their space the ride fast and get as close as possible without hitting. It's asinine and waiting to get hurt while guards stay in allies to smoke. Enforce, ticket and corrects itself quickly.	Table 2, General Comment Response [E]
80	4/20/2019	Chris Davey	Looks like a good renovation plan to me. I like the idea of more pedestrian space and trees on either side of the street with bus services located closer to middle of street.	Your comment in support of the project has been noted.
81	4/23/2019	Not Provided	It would be really great if the mall was a non-smoking environment. Walking down the mall as a non-smoker is really difficult because you have to navigate through all of the smokers.	Table 2, General Comment Response [L]
82	4/23/2019	Not Provided	The 16th street mall is not safe for anyone. I refuse to give any of money to business on the mall. Unfortunately, this issue is due to the homeless population and the city's political agenda.	Table 2, General Comment Response [F]
83	4/23/2019	David York	Please keep and maintain the I.M.Pei designed diamond rattlesnake granite pavers at least on the pedestrian areas. This unique I.M.Pei design is a historical piece of Denver's history and few cities have such an incredible piece of artwork currently a mile long! Perhaps the new centered bus lanes can be colored or scored to blend in with the I.M.Pei design.	As described in Section 2.4.1.2 of the Environmental Assessment, the Project will be implemented with granite pavers arranged to mimic the Mall's existing color and pattern in the transit way and pedestrian areas. The pavement pattern will honor and complement the existing character of the I.M. Pei- and Hanna/Olin-designed mall by retaining the 45-degree diagonal grid to resemble the Navajo rug/diamondback rattlesnake pattern and retain the small, medium, and large diamond patterns in the same, or approximately the same, spatial relationship as the original design.
84	4/24/2019	Mat Trostle	The new design for 16th looks great, love the wider sidewalks and more room for patio seating at restaurants. The downside is losing so many mature trees. I hope new trees will be selected that can grow quickly in our climate. I wonder if something like a Silva Cell system could be used around the new trees to increase the space they have for roots and direct more stormwater to the trees. I'd like to see them grow fast and strong! Thanks.	Table 2, General Comment Response [I]
85	4/26/2019	Pierce Grandchamp	I would like to suggest that the use of cobblestone-like materials be limited. Using a mobility device with wheels (i.e. wheelchair, walker) makes these sections difficult to navigate due to the noncontinuity (cracks) of the material.	Table 2, General Comment Response [D]
86	4/27/2019	Cody	Myself nor my friends no longer feel safe coming to the downtown 16th St., Mall area. To many homeless people and panhandlers. Lots of private and bad things happening these days like shootings. I feel very unsafe. It did not used to be this way but it is now out of control because now thing has been done. Slowly over time things have become out of control. We have a similar problem here in Boulder they have at the crack down. It's not good for tourists or business along the 16th st mall. Not worth worrying about getting mugged robbed or stabbed. Not good for children or tourists to see illegal drug use or "shooting" up in public. You have a problem and it's been this way for sometime now fix it please. Former Visitor	Table 2, General Comment Response [F]
87	4/30/2019	Ann M Hatzakis	The way that the mall is at this time is difficult to navigate for people who need to use walkers as mobility aids. Some of the curb cuts are too steep and where the mall intersects the light rail it is broken which makes it even more difficult to maneuver. Also, I would like to see something like art/busing zones so that the pedestrian traffic actually slows down. It has been my experience that if you have actual street musicians and other buskers you have fewer of the beggars with the cardboard signs and this improves the look of the area. Boulder's Pearl St mall even has licensed at least one Tarot Card reader, which could be easily done in Denver as well.	Table 2, General Comment Response [D], [F] and [I]
88	5/1/2019	Nick Holst	The more I think about it, the more I think the project is going in the wrong direction. It is going farther away from a pedestrian mall and by removing the small parks on the median, towards just a regular street with a little wider sidewalk. You can get that anywhere in the suburbs. You should consider removing the buses altogether or even remove one direction. Have the downhill bus on 15th street and the uphill bus on 16th street. That would free up more room for pedestrians, performers, parks, food trucks, and events.	Table 2, General Comment Response [C] and [P]
89	5/1/2019	Colenda Richey	The new 16th Street Mall project is exciting. I look forward to the changes. Following are safety concerns and logistics getting to Civic Center and Union Station. 1. Scooters weave very fast between pedestrians on sidewalks on 16th, Civic Center and surrounding blocks. The law is not enforced to make scooters, uni-wheels, skateboards stay in streets. Pedestrians jump to avoid being hit. Last week a man suffered a broken hip from being hit on the sidewalk. Scooters are left on ground at RTD shuttle stops, so the ramps cannot go down to let out handicap ped individuals. 2. People smoke strong marijuana on 16th, therefore, the public shops and eats elsewhere.	Table 2, General Comment Response [E] and [L]
90	5/1/2019	Not Provided	Pavers. Please remove as many if not all of the pavers. They are a safety concern. They are very slippery when it rains or snows. Ice remover makes them worse. They are uneven and buckle. I have seen an instance where a man with a walker fell because it got caught on a paver on the sidewalk. He hit his head. Some shoes get stuck in space between pavers - i.e. high heels. This caused me to almost fall into the mall shuttle path. Please remove as many as your can. A few can be retained for décor, as needed.	Table 2, General Comment Response [A] and [B]

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91	5/1/2019	Nick Holst	<p>1. "Locally Preferred Alternative" is an annoying term. I live on 16th Street and I was not asked.</p> <p>2. Removal/reduction of center medians/parks is a mistake. They are part of what makes the 16th St unique.</p> <p>3. Concerned about impact of emergency vehicles on bus transit on 16th Street and safety of passing those vehicles.</p>	<p>Table 2, General Comment Response [P]</p> <p>As described in Section 5 of the Environmental Assessment (EA), coordination with the public and opportunities for engagement have been provided throughout the Project. Public and stakeholder meetings were held during both the scoping period and the alternatives evaluation process. Stakeholder meetings included downtown residents, businesses, and property owners. In addition to public meetings during the EA review period, described in the "Public Review and Comments on the EA" section of this Finding of No Significant Impact, four sets of public open houses have been held throughout the Project (on July 27, 2017, October 18, 2017, March 8, 2018, and May 1, 2019) along with meetings specific to the disabled community. These meetings were announced on the Project website, in the Denver Post, and emailed to persons on the Project mailing list. The Project team also staffed an informational table on the Mall at a Meet in the Street event in July 2017, to capture input from people in the downtown area.</p> <p>The term "Locally Preferred Alternative" is the name given to the alternative selected by the project sponsors, in response to public and agency input and other factors.</p> <p>As described in Section 3.4.4 of the EA, transit operations within the Project limits would be disrupted when emergency, security, or safety providers access the Mall, in the same way operations are disrupted under existing conditions on asymmetrical blocks. Transit operations will accommodate emergency response service, as needed.</p>
92	5/1/2019	Jaime Lewis	<p>Happy about the recognition to change texture of pavement. Happy about maintaining curb for bus/shuttle access. Need more information on cross-walks technology, truncated domes directional paths for people with low vision.</p>	<p>Table 2, General Comment Response [D]</p> <p>As described in Section 2.4 of the Environmental Assessment, design features for safety and Americans with Disabilities Act compliance include an amenity zone with fixed furnishings and vertical elements of trees and lights to separate the transit way from the pedestrian walkway, directional indicators within 10-foot pedestrian walkways, and truncated domes at designated crossings and potentially at shuttle stops. Outreach to organizations representing the disabled community will occur during subsequent design phases to provide input on components of the design related to accessibility, including the material and contrast for the truncated domes and directional indicators. This mitigation commitment is included in Appendix B of this Finding of No Significant Impact document. Although pedestrians can cross the transit way at any point along the Mall, the designated crossings will be clearly marked and occur at cross streets and at the ends of each block.</p>
93	5/1/2019	Stephanie Richey	<p>I would like to see more focus on the safety enforcement on the 16th Street Mall. More importantly, homeless "hanging out" in front of businesses . Homeless urinating and defecating on buildings along the mall. Scooters, bicycles and skateboards are being used in full force up and down the mall with no consequences. If Initiative 300 passes how will this group deal with the homeless camping? I have talked to many people who do not come downtown to the mall to hang out and shop because it is a scary place with no laws being enforced. Denver needs to deal with the criminal element that has been allowed to take over, otherwise nothing will change. People will continue to avoid downtown.</p>	<p>Table 2, General Comment Response [E] and [F]</p>
94	5/1/2019	Pamela D Wiegand	<p>Your plan sounds well considered and forward thinking. I think it will be beautiful and functional when completed. Here are some elements that concern me:</p> <ol style="list-style-type: none"> 1) Public restroom facilities - needed for visitors at events and just daily activities. 2) Will there be a designated travel way for bikes and scooters that won't impede buses or pedestrians? 3) I would like to see more upscale stores and restaurants. 4) Humane control of homeless beggars and zealots. 5) Shuttles running at more controlled intervals, i.e.: not one right after another and then none. <p>Thank you. Good luck. Hope it is finished while I'm still mobile!</p>	<p>Table 2, General Comment Response [E], [F], [M], and [N]</p> <p>Buses can be moved off schedule by events such as a wheel chair passenger requiring ramp deployment to board the bus; a truck blocking the Mall; and emergency vehicles on the Mall. With shuttles running every 90 seconds in peak hours, buses cannot recover their schedule until the end of the trip. These effects on one bus schedule easily cascade to other buses when they are running every traffic signal cycle, which can result in bunching of buses with big gaps between.</p>
95	5/1/2019	Larry Walsh	<p>The Design Build procurement process is an excellent procurement process for unique projects if the right team is selected with a solid working history on past DB projects. 17 can deliver a project vision for all of the stakeholders have. This requires close (i.e. RTD, CCD, DDP and FTA) during the design development and through construction working as a team and putting the project first.</p>	<p>Table 2, General Comment Response [R]</p>
96	5/1/2019	Brian Ruby	<p>Given the commitments that have been identified in the EA, and the historical aspects of the Mall that must also be maintained, I submit that the current procurement method for the reconstruction, with risk assigned to the contracting team, is unrealistic and will significantly increase the projected cost of construction well above the current budget.</p> <p>A different procurement method, where the contractor provides advice and insight to reduce the project risks and therefore cost, will provide greater value to the city. CMGC or Construction Manager at Risk methods will promote a collaborative effort, without assigning undue risk (at added cost) to the contractor.</p>	<p>Table 2, General Comment Response [R]</p>
97	5/1/2019	Rebecca Reints	<p>All action alternatives should use a high-friction walking surface in place of the tile. The tile presents a slip, trip, and fall risk and is unsafe, especially during wet months.</p> <p>Consider partnering with the Denver Smart City project to improve mobility and connections within the mall.</p>	<p>Table 2, General Comment Response [A] and [B]</p> <p>As noted in Section 2.4.1.5 of the Environmental Assessment (Utilities and Technologies of the Future), the Project will provide the opportunity to install fiber optic and/or telecom utilities to meet current and future demands. Wi-fi, LiDAR, infrared, and other communications systems may be installed to allow for future technologies, which will allow for integration with the City and County of Denver's Smart City Project.</p>
98	5/1/2019	Janna West-Heiss	<p>Please consider reducing the mall ride stops to at least every other block rather than every single one. If shops are concerned about the bus missing their location you could alternate blocks for the buses going in opposite directions. For example, the buses going towards Civic Center Station could stop at Blake, Larimer, Arapahoe, etc. and the buses going towards Union Station could stop at Lawrence, Market, Wazee.</p>	<p>Table 2, General Comment Response [G]</p>

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99	5/1/2019	Matt	I am a contractor that has worked on many alternative projects across the country and can't seem to understand why this project is being procured as a design build. With the risk involved and unknown that will be encountered, it seems CMG would be a more appropriate procurement method. This would allow for a more appropriate distribution of risk and collectively the team could deliver a project that best maximizes scope, reduces cost, and distributes risk accordingly. By nature of the project, there is little room for large cost saving innovations; which are a large reason from design build. I encourage CCD, RTD, and FTA to reassess the procurement and delivery method.	Table 2, General Comment Response [R]
100	5/1/2019	Rebecca Stevens	My concern is that the LPA will be taken up with restaurant leasing and kiosks. Creating a fair-like atmosphere. The current park-like atmosphere will be gone. I don't see any improvement on safety since ppl will likely cut thru the kiosks that will be sitting next to the curb and not see one or both buses coming from different directions and get hit/run over. The additional pedestrian space is only being increased by two ft. The current median provides rest/communal areas that will be gone with the LPA. Once this change happens there is no going back and the Mall will simply be a street like every other street. The consultants recommendation from 9 years ago stated that we have something every other city around the country would die for. They recommended no change to the current set up but updating and maintenance of the beautiful Mall we have.	Table 2, General Comment Response [H], [I], [K], and [P] As noted in Section 2.1 of the Environmental Assessment (EA), many prior studies and proposals for rehabilitation have been conducted by the Downtown Denver Partnership, the City and County of Denver, and the Regional Transportation District to address the Mall's aging infrastructure and other issues, but none has resulted in a comprehensive rehabilitation of the Mall. Prior studies and planning activities related to the Mall were taken into account during the alternatives development process for this EA. The features of the Project are needed to meet the current purpose and needs of the Project.
101	5/1/2019	Kristen Hoffman	How about instead of doing more of the "same" go big and follow in the footsteps of some major cities in Europe. Create a car/bus free zone inside our city center! Think of all of the wonderful opportunity that would create! I don't understand why there has to be 16th st mall bus transport on the 16th street mall? Why not put a bus running the length of the mall on 17th and on 15th and people can walk a block to the mall? It defeats the purpose of a tranquil space inside the city when you have a loud bus going by when you are trying to enjoy a nice meal on all of the new outdoor seating areas. I urge you to consider this alternative. Colorado needs to lead the way on going "green" and being innovative, not doing a different version of what has already been in that space for 20+ years!	Table 2, General Comment Response [C]
102	5/2/2019	Lindsey Wiseman	Thank you for working to maintain the historic integrity of the Mall!	Your comment in support of the project has been noted.
103	5/2/2019	Jessy Hennessy	Overall, I am really impressed with the 16th Street Mall redesign. I also want to note that adding restroom facilities would be great for Downtown quality of life. I hope that these can be added, even if they are outside the scope of the planned project.	Table 2, General Comment Response [M]
104	5/2/2019	Bennett Batten	Remove the buses completely. There is a shuttle on 17th Street. Those that use the 16th Street shuttle can adapt to using that one, adjustments of the service of the 17th Street shuttle can be made to accommodate. If it's a pedestrian mall...why do people have to look out for cars? that wrecks the whole sense of place. Look at the 3rd street promenade in Santa Monica. That is a prime example for us to emulate.	Table 2, General Comment Response [C]
105	5/2/2019	James Waddell	Please consider a permanent protected bike facility along the mall, either between transit lanes or as part of new curbside management options. The Mall is a central connector for all other and future bike facilities in the downtown core and would provide a logical, intuitive, safe and direct route for first and final mile transit riders as well.	Table 2, General Comment Response [E]
106	5/2/2019	Concerned Tax Payer (hard copy comment at public	I don't understand why you would use pavers when they have proven to be unreliable and cost prohibitive. Use color concrete to get the snake effect. It will cost less to install and maintain.	Table 2, General Comment Response [A]
107	5/2/2019	Ricardo Mac	Why bother spending any money on this cesspool? I stopped taking my family down there when the homeless and drug addicts were allowed to take over. This will just be putting lipstick on a pig.	Table 2, General Comment Response [F] and [K]
108	5/2/2019	Michael Grote	I think there's a significant opportunity to utilize the mall for more than just two bus lanes and sidewalks. Initially, look at where it's situated. To the south is the City and County Building and the area in front of it. The Denver Art Museum as well. To the west is the Denver Convention Center and the DCPA. To the north is Union Station. Those pathways should not just be open, but there should be a connection between them and the mall. City planning should integrate a suitable concert venue to the south in the middle of the mall, a business oriented garden and networking space should be near the Convention Center, a space suitable for DCPA extended events should be near the DCPA. The core transportation strength at Union Station should be utilized to extend its strength toward the mall, and at the same time, the fashion retail element should be elevated near Union Station to encourage commuter traffic to step toward the mall. For the hotels, more should be done to draw people toward the mall for sheer value as opposed to buying tourist oriented tee shirts and coffee mugs. For safety, cameras and a smart security plan should be implemented. A physical police station should exist on each end of the mall. Both of these police stations should have public access counters because they are a part of the community. Beyond this, they should be encouraged to use the mall entrance for their Segway and bicycle patrols. Each police station should have well marked overhead police station signage. It in itself to a certain degree would help with crime. They should also be encouraged to get involved several times a year in on the mall events including fundraisers to support the Denver community as well as sharing their offerings with the public (possibly first aid and martial arts self defense workshops). For restaurant week, or possibly even just a beautiful weekend in the summer, a large outdoor dinner in the mall should occur. The idea is to integrate the mall with our common lives and a really nice tradition which also serves as an opportunity for local mall area restaurants to draw more business. A hanging garden for the summertime would be beautiful near the Convention Center. In the winter, it's critical to keep mall traffic strong. Opening a spot for live television newscasts would be a decent idea. On the north side, gateways to sporting venues should also be considered. Maybe a movie night several nights during the summer would be worth thinking about with the design. It would be great to see the NFL draft held on the 16th street mall. Keeping it open as much as possible would allow the kind of space events like this would require. In summary, think about the abundance of events, establish a timeline for them, develop a seasonal evolving shape for the mall in such a way that pulls traffic from the City and County/Museums to the south, the Denver Convention Center and DCPA to the west, and Union Station to the north.	Table 2, General Comment Response [F], [I], and [N]
109	5/3/2019	John C. "Jack" Tone	The recommended plan is very sensitive and respectful to the original I.M.Pei plan while improving pedestrian safety by consolidating bus lanes in the center of the Mall. This also will provide wider sidewalks. While the new tree canopy will take time to match the existing trees, replacing the missing trees and using trees now recommended by CCD will be a great improvement in years to come. Replacing the slippery granite pavers will be a great safety improvement.	Your comment in support of the project has been noted.
110	5/3/2019	Chuck White	please TAKE OUT the granite pavers in the street	Table 2, General Comment Response [A]
111	5/3/2019	Robert L Wilson	There are SO MANY infrastructure projects and areas of need around the city. Rehabilitating the 16th Street Mall (again!) is not even close to a needed project. The current alignment is fine. The only issue with the 16th Street Mall is that the majority of the businesses are chains and don't interest locals. If I could make one change, it would be to move the Mall Ride to transit only lanes on 15th (WB) and 17th (EB). This would better integrate the Mall Ride into the rest of the downtown RTD loop system and create more walking/plaza space on 16th.	Table 2, General Comment Response [C] and [K]
112	5/4/2019	John Riecke	The Mall should not end at every cross street. The cross streets should go over and through the Mall at the Mall's pace, not the reverse. Let drivers slow down and cross the Mall as the pedestrian space it's intended to be.	As described in Section 2.4.1.8 in the Environmental Assessment (EA), bulb-outs will be implemented on cross streets to slow traffic and reduce the crossing distance for pedestrians on those streets, except for instances where space is reserved for existing bicycle or light rail transit infrastructure. Additional intersection improvements to slow traffic and increase pedestrian safety (e.g., pavement patterns, pavement color, pavement texture, or raised pavement) will be considered during subsequent design phases. Pavement patterns, color, or texture would visually help extend the Mall through intersections.

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113	5/7/2019	Bobbi Evans Truesdale	After reading the proposed changes, as a 35 year resident, I can say yes to the proposals submitted. We need a vibrant, secure, well lit and patrolled mall. Widening the walkways would be grand. Saving the history is imperative! A must save our history! Businesses and visitors can see how we can light up our landmark city with festivities, welcome visitors to an open airy tree-lined setting as, we are accustomed too. Tradition is a good thing! Thank you, Bobbi Evans-Truesdale	Your comment in support of the project has been noted.
114	5/7/2019	Ashley	The 16th Street Mall is fine as it is. This money should be put towards helping the homeless or rent assistance for those who need it. Denver does not need all these "beautification" projects. Help Denverites first.	Table 2, General Comment Response [F] and [K]
115	5/8/2019	Tyler Beverly	After reading the environmental assessment, it would appear that the most obvious solution to the issues that are trying to be addressed has been completely left out. If pedestrian safety is really to be considered a major focus to improve upon, then removing the buses from the mall altogether would make the most logical sense. Making the mall a truly 100% pedestrian mall would greatly improve the safety of the people who use it as well as create a more inviting place for people to enjoy. Crafting a new mall design without buses being the main focus would require less construction and disruption to the mall, including the original design, the existing trees, etc. Buses through the downtown core could easily be rerouted around the mall on 15th and 17th Streets without major changes to any infrastructure. It would also seem that this proposal would not only require the least effort, but also the least amount of money. The fact that this idea is not included in the proposed options seems like bureaucratic oversight and overall lack of imagination. The renovation of the mall should be to create a better sense of place and gathering, not a more efficient transit corridor for buses.	Table 2, General Comment Response [C]
116	5/9/2019	Denver citizen	Don't remove the trees. Nobody wants to just hang out on the Mall.	Table 2, General Comment Response [J] and [K]
117	5/9/2019	Betsy Walker	I strongly disapprove of proposed 16th St. curb changes that prohibit independent access to Blind and Disabled persons.	Table 2, General Comment Response [D]
118	5/9/2019	Linda S. Davis	During the current times we find ourselves in, the suggestion of removing curbs for aesthetic purposes just adds to the ludicrousness of our society. People are first, all else second. Curbs are needed for children, elderly, pets, blind and others with disabilities/challenges. I feel this is a financial benefit to some contractor. Stop, think, act. Or, in this case, don't act. Leave things that work alone. If you can't leave well enough alone, please consider those that are attempting to survive, as is. Please don't make it impossible for their existence. I'm certain that isn't your ultimate goal.	Table 2, General Comment Response [D]
119	5/9/2019	Gail Hamilton	To my understanding you are proposing a curbless route on the 16th street Mall except for corners where you'll install truncated domes for people who are visually impaired. yes, the domes would be of assistance; however, people who are blind need curbs along sides of streets as well, otherwise we get disoriented and lost; kind of like people who are sighted constantly being placed in a white out blizzard condition. If there is no landmarks, like curbs, then we can easily walk into the middle of the street. This would pose a safety concern perhaps resulting in death. People need to realize that their actions cause results. Yes, the mall should be aesthetically pleasing; however, people with disabilities concerns should be foremost in your mind not as an after thought. And, trees, flower pots are beautiful to look at and also provide assistance with guidance. ... I just had an idea, how about you blind fold your self and try and walk in a wide space with no land marks and see if you can walk a straight line! It is not okay that you create a design that is not accessible to people who are blind and/or low vision. Likewise, it is not okay that you think people who are blind could just go get training and then we could walk the mall. Again, where is your head? We want the rights, the same as you, at the same moment as you. We don't want training to accomplish a normal task. We want just to be able to do a "normal" task with "normal" people at the same time as "normal" people do them. How insulting this type of remark is, not to mention illegal. We are all one, and unless you have walked a mile in our shoes, I think you shouldn't make decisions regarding our rights.	Table 2, General Comment Response [D]
120	5/9/2019	Stacy Yusim	As a sighted person, I found the demarcation between the walkable part of the 16th street Mall and where the shuttle runs, difficult to distinguish. This is especially true for friends who come to visit the mall for the first time. Curb cuts with raised nobs are useful as markers for people who can't see where the shuttle will be traveling, children and adults who need to walk on the 'sidewalk' and access for wheeled vehicles like wheelchairs and strollers. Please don't leave everything flat with out marking the walkway so people with all types of disabilities and children and distracted adults can be safe to enjoy the mall!	Table 2, General Comment Response [D]
121	5/9/2019	DB	Your proposed curb-less design is not accessible to ALL blind and low-vision people. This is not okay. The idea that blind folks need to go get special training to walk around downtown is insulting, stupid and illegal.	Table 2, General Comment Response [D]
122	5/9/2019	Marcia Wick	I am a resident of Colorado Springs who frequently visits my children and grandchildren in Denver. I am blind and navigate with a guide dog. We frequent the 16th Street Mall since my daughter worked there and we like the restaurants. It is IMPERATIVE that a blind person and guide dog have a clear delineation between pedestrian walkways and transit corridors. We are trained to stop at curbs and tactile markers which indicate the risk of crossing traffic. Guide dogs are not trained to navigate "open areas" like parking lots without safe walkways. This is a pedestrian mall. Please don't sacrifice function and safety for some designer's idea of "pretty."	Table 2, General Comment Response [D]
123	5/9/2019	Joe Beaver	When I served on Arvada's Accessibility Committee in the '90s to advise Dana Crawford on accessibility issues when she was drawing the plans to redevelop Old Town Arvada, we included people when various types of disabilities. One man who had lost his vision as an adult taught me a lot. I would have never thought of a window unit air conditioner as an obstacle. When he explained that any object that is not attached to the ground would not be detected by his cane, I understood. More importantly, what I understood is that when designing architecture, people with multiple types of disabilities need to be involved. There is no greater resource for that type of input than Colorado Cross-Disability Coalition. Although most of my 22 years at CCDC was in the administrative capacity, I learned a lot from Julie Reiskin. The City of Denver and RTD should have also learned a lot from CCDC after multiple lawsuits. None of the lawsuits would have happened if CCDC had been involved in the planning stages. Although I'm retired from CCDC now and can no longer officially represent them, I encourage you to use them as a resource.	Table 2, General Comment Response [D]
124	5/9/2019	Shannon Secrest	It is NOT OK to create a "pan" design that is not accessible to ALL blind and low-vision people. The idea that blind folks need to go get special training to walk around downtown is insulting, stupid and illegal. Both sides of the Mall except at shuttle stops, the "Locally Preferred Alternative"(LPA) has no vertical differentiation - no curb - to separate the sidewalk from the street level where the shuttles run. While the planners obviously believe this will be more aesthetically pleasing, it serves to remove all important tactile navigation clues to people who are blind and navigating with a cane or with a guide dog so they will not be able to safely enjoy the 16th Street Mall. This will also hurt others such as young children who know to stay "on the sidewalk" but will not be able to tell when they have left the "sidewalk" and ventured into the "street," people who text while walking, etc.	Table 2, General Comment Response [D]
125	5/9/2019	Renee Walbert	No no! Curbless is a terrible idea. Examples. My daughter who is visually impaired can't see the color variations because degenerations of rods and cones in her eyes (this is how our brains see contrast- she can't). She has a connective tissue disorder- even with her cane feeling the texture bumps doesn't always work. For Pete's sake you can't "specially train" her out of her disability! Second personal example. Son uses wheelchair and also has a visual disability. Because of the angle of his chair and the way his brain perceives vision, traditional curb cuts work, curbless pavement does not. I see this every time we travel to Boston and DC. Riding the subways is awful. The red or yellow areas with bumps don't work for him- he can't see or feel them and can't travel independently there. Please don't take away his access to the 16th St Mall. Third personal story- our 5 year old granddaughter has been trained to stay on the sidewalk. She has sensory integration disorder. She can't differentiate if you go to a curbless design. I could go on but those are enough. Oh, and personally as I age and my husband age and we start to deal with macular degeneration, diabetic neuropathy and other issues that come with aging your proposed design would be awful. Either we are committed as a community to access for all and health and wellness for all- or we make a statement that we only care about a small number of "hip" people. Make your design work for everyone. You don't have to give up style, just make it work for everyone. Or be prepared to lose thousands of dollars in spending from the thousands of people who will not come to the mall.	Table 2, General Comment Response [D]
126	5/9/2019	Zoe Collins	The proposed changes to the 16th street mall, including the "curbless" design, are inaccessible and outright dangerous for people in the blind/low vision community. Providing "training" for blind people to navigate public spaces is insulting, demeaning, will not work, and frankly sounds illegal. This is not only discrimination, but discrimination that can directly lead to the injuries or deaths of disabled people. This proposal is inconsiderate of those in our community, or might choose to visit our community, who rely on curbs for their safety.	Table 2, General Comment Response [D]
127	5/9/2019	Rosario Eugenia Vega	This is a superfluous and damaging project, if you need something to spend money in, you could run a survey between the users, especially the disabled users.	Table 2, General Comment Response [D] and [K]

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128	5/9/2019	Julie Anne Reiskin	The Colorado Cross-Disability Coalition is appalled that RTD would consider having any part of the 16th Street Mall where vehicles go be curbless. We do not care how "sexy" or aesthetically pleasing this may be. It is unsafe for blind people and others. RTD is NOT exempt from the ADA or 504. We heard that at a public meeting RTD said that they would "train blind people" on how to use the curbless features and thought this was OK if they had curbs at bus stops or other features at intersections. Blind people have the right to use the WHOLE mall and to be able to do so without getting "special training". Are we really having this conversation 30 years post ADA? What about a blind visitor? What about blind people who have a life and do not have time to go find RTD special training? There is nothing unseemly about a curb. Curbs are how we distinguish sidewalks (where people walk or roll) from streets (where vehicles go). Others will also be more at risk for being run over. Not to mention the toll these accidents will have on the drivers of your shuttles.	Table 2, General Comment Response [D]
129	5/10/2019	Elle Billman	To whom this may concern: I urge you to oppose the "curbless" design of 16th street mall. It is NOT OK to create a design that is not accessible to ALL blind and low-vision people. The idea that blind folks need to go get special training to walk around downtown is insulting, stupid and illegal. My primary concern is that along both sides of the Mall except at shuttle stops, the "Locally Preferred Alternative"(LPA) has no vertical differentiation - no curb - to separate the sidewalk from the street level where the shuttles run. This serves to remove all important tactile navigation clues to people who are blind and navigating with a cane or with a guide dog so they will not be able to safely enjoy the 16th Street Mall. This will also hurt others such as young children who know to stay "on the sidewalk" but will not be able to tell when they have left the "sidewalk" and ventured into the "street," people who text while walking, etc. These changes make the 16th Street Mall less INDEPENDENTLY accessible. Please oppose these measures. Sincerely, Elle Billman	Table 2, General Comment Response [D]
130	5/10/2019	Nicholas Wagner	What measures are being proposed to reduce or eliminate the slip-hazard due to the smooth surface of the Mall's current pavers? This issue was mentioned in the "16th Street Mall Draft Section 4(f) Evaluation" but I did not see any proposed solution.	Table 2, General Comment Response [B]
131	5/11/2019	David Carlow	Hello We did attend one of the recent informational presentations. Here are some comments: Lighting - improve the lighting all along the mall so that dusk dark the mall is bright (hope this is already in the plans). Alleyways - more. murals as part of the project and clean up all alleyways on an ongoing basis. Security- it seems like police presence and private guards numbers diminish after 5 pm or so - may be worthwhile to have some kind of a police / security stand (aesthetically pleasing at a couple of points on the mall. Easily seen for residents or visitors to report issues or concerns without having to find an officer or security person somewhere on the mall. Increase the sense of security on the mall without overdoing it. Also a security guard RTD randomly riding the mall shuttle Trees- hopefully many nice looking foliage and shade (already in the plan the more the better). Homeless individuals - somehow address pan handling except for the Voice sellers sure this has been discussed no easy answer. Businesses - improve the look of their facades/business to make them more attractive and in keeping with the improvements and look of the mall in general Scooters - crack down get them off the sidewalks if possible a hazard and danger Signage- nice looking but clearly visible regarding rules, bikes scooters no cars etc. Flashy / Western motif design/ art murals Thank you for. your efforts Project should be a boon to the city. David Carlow et al. input from many of our friends and neighbors neighborhood -One Lincoln Park and surrounding area.	Table 2, General Comment Response [E], [F], [I], [J], [N], and [Q] Regional Transportation District (RTD) officers currently ride some of the Mall shuttles seven days a week from 7:00 am to 9:00 pm. RTD may adjust this schedule based on conditions and available funding.
132	5/11/2019	Jenelle Karns	I oppose this design because it is not independently accessible to all types of people with all types of disabilities.	Table 2, General Comment Response [D]
133	5/12/2019	Candace E. Grier	A fellow wheelchair user asked me to weigh in this issue. While the proposed changes look to benefit my locomotion, the concern is over those with low or no vision, which is not my problem. I am pleased that you have taken proactive measures, such as raising the sidewalk at stops to decrease the severity of the angle for chair users, as well as offering training to the sight-impaired so as to familiarize people with the new configurations. As a sighted person, I am not qualified to speak for the sight-impaired, however, I would suggest that input from city planners around the world be considered, especially ones that are considered disabled-friendly. This may seem like a real obvious approach, but it's amazing how some people completely dismiss the obvious, such as benefitting from input and observations from the visually-impaired for example. And I know that some of them are very militant and you don't want to deal, but human relations is why you get the big bucks.	Table 2, General Comment Response [D]

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134	5/13/2019	Mary Lou Mobley	<p>I have grave concerns about the current "hybrid" design, as I believe it will create unnecessary hazards for people who are blind or who have low vision, as well as others who simply may not be paying attention. Throughout life, we are used to having a curb to distinguish between sidewalks and traffic. Without curbs, I fear that many people - who subconsciously rely on the change in level as a way of staying away from traffic hazards - will be hurt. I attended one of the public meetings and asked questions, only to be told that there would be special training for people who are blind and who use canes (What about guide dog users?" I asked - no response). I do not believe blind people should need to be trained just to enjoy the 16th street mall safely- the built environment should contain all the safety cues they need to navigate independently. This design violates the spirit and letter of the Americans with Disabilities Act, even if the Access Board's "Rights of Way" rule is not final and has not been adopted by the U.S. Department of Justice. The RTD and City and County of Denver still must, as public entities, make sure that people with disabilities have the full and equal enjoyment of the 16th street mall experience as do their nondisabled peers. This current design, with a "pan" running along the length, does not allow them to do that. I asked what kind of visual and tactile indicators would be included to tell blind and low vision users where the sidewalk ends and the traffic lane begins. The different textures and colors of granite that were described to me - and, in fact, any I can contemplate - simply will not provide adequate warning to keep people safe.</p> <p>In addition to those who are blind and who have low vision, little children who have been taught to stay on the sidewalk, those texting while walking, and those who are just not paying attention, are likely to wonder in front of buses and be killed.</p> <p>If you insist on keeping the "pan" design, please put planters or chains (at a cane-detectable height) or balusters, or some kind of actual physical barrier to make the mall experience safe for everyone.</p> <p>Left unchanged, I believe this "hybrid" design will result in protracted litigation - both civil rights lawsuits and, I fear, wrongful death lawsuits as well. Please do not let this happen!! Now is the time to make the change; not after someone has been hurt.</p>	Table 2, General Comment Response [D]
135	5/14/2019	Colorado Commission for the Deaf, Hard of Hearing, and Deafblind	<p>Hello,</p> <p>I recently attended a stakeholder's engagement meeting on May 8th, 2019 intended to gather input from those with disabilities to include individuals who are deaf, hard of hearing, blind/low vision and deafblind. Since there was limited notice of this meeting, the attendance was low.</p> <p>The presentation was well done, and had supporting tactile graphics which were quite impressive in their detail as much thought was clearly put into considering how to incorporate tactile designed and other measures to support ease of navigation and make the mall accessible. We discussed exploring a few options that compliment plans already under consideration to effectively address safety of individuals who have hearing and vision loss. Below please find a summary of these recommendations:</p> <p>Suggestions proposed at 5/8/2019 stakeholder engagement meeting:</p> <ol style="list-style-type: none"> 1. Incorporate some type of lighted/sound alert system at each mall bus stop to notify those with vision and hearing loss when a bus is approaching. Since these vehicles may be hard to perceive, and in middle of road, this would assist safety of individuals who may need alternative notification system. This alert system exists in other transit systems so might be at ground level, or beside where buses travel. 2. Add a raised "dotted line" guide for pedestrian crossings of 16th St at each intersection as those streets that cross will have live traffic including bikes and scooters. The raised dot guides could be similar to those planned to separate pedestrian walkway from amenity areas. Also consider adding raised dot guide on other side between pedestrian walk way and patio area in front of businesses. 3. Make wait area beside where each mall bus loads/unloads tactilely distinct (similar to yellow platforms at light rail stations where each passenger loading area is clearly marked with tactilely and visually distinctive ground place marker. This was discussed as preferable to use of furniture or other structures that might mark wait area since people using or leaning on furniture make it difficult to use as a reliable guide source. <p>We did ask that there be an opportunity to discuss accessibility features of the mall with contractor and RTD, City and County of Denver prior to finalization as the stakeholders had limited opportunity to engage in discussion.</p> <p>If you would like additional information or clarification, please don't hesitate to contact me by phone or email.</p> <p>Cynde Vaughn Outreach & Consultative Services DeafBlind Specialist</p>	Table 2, General Comment Response [D]

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136	5/14/2019	Colorado Center for the Blind	<p>We appreciate that Ed Neuberger and others came to the Colorado Center for the Blind recently to present this proposal and seek our input. Two of our Cane Travel Instructors were present for at least part of the meeting. Last Friday this information was discussed at the Travel team's weekly meeting. Five of the six members of the Travel Team hold the National Orientation & Mobility Certification (NOMC), while the sixth is working toward it. The NOMC emphasizes Structured Discovery training and, as is the philosophy of the Colorado Center for the Blind and the National Federation of the Blind, shy away from custodial approaches to blindness and independent travel in particular. We instead foster independent exploration and learning an environment by breaking down its components. This evening, as well, the NFB of Colorado discussed this proposal and found it wanting. Below then, is a summation of the issues we see, issues that lead us to oppose the proposed plan and its removal of the curbs on the 16th Street Mall.</p> <ol style="list-style-type: none"> 1.It is not at all clear what problem removing the curbing on the 16th Street Mall is supposed to fix. It potentially creates a number of others, however, or exacerbates some that now exist. 2.It is not clear that the proposal to remove curbs and to instead provide granite pavers will comply with the Americans with Disabilities Act (ADA)'s requirements for detectable tactile warnings, creating a potential liability for Mall management. 3.we all expressed concerns Friday about the trend toward creating flat, featureless environments which are increasingly incomprehensible to blind travelers. This proposal decidedly follows that trend. 4.When we met with RTD, we expressed our difficulty in understanding the full impact of eliminating curbs. We discussed the possibility of doing some kind of larger mock-up but haven't heard anything back. 5.The drainage, or shallow trough beyond the proposed granite pavers sounds like it would be very shallow, and possibly not highly legible as a transition to a traffic area. This shallow trough would be for drainage purposes, and thus replace the present rain gutters. And even if detected, would it register that it was the boundary between the pedestrian area and the shuttle lanes? 6.This is compounded by the relative quiet of the electric-motor shuttles. We applaud RTD for ensuring that the (relatively) new electric shuttles emit audible signals that indicate their approach, idling, acceleration and deceleration. However, those cane travel professionals in the room Friday agreed that they are not particularly loud in general (a fact exacerbated when there is live music in the vicinity), and since blind travelers on the 16th Street Mall use the moving sounds of the electric mall shuttles in part as guides to identify the location of the shuttle lanes, as well as directional indicators when walking along the sidewalks, the existence of (at best) faint discernible physical boundaries between the pedestrian areas and the shuttle lanes becomes much more problematic in keeping oneself out of the shuttle traffic lanes. 7.The granite pavers, as described in the proposal document, will not vary in color from the concrete, a fact that will create issues for those who rely on limited vision and who are not using a cane or who don't have the tactile acuity to detect it. 8.We are uncertain what texturing would be possible for granite pavers that would ensure detectability, but we are certain that granite, when wet, can be very slippery. 9.It's really custodial to suggest that directional tactile guides be installed in the sidewalk, especially when proposing to remove the current tactile environmental features that work great. The curb is the universal indicator of the boundary between pedestrian and motor vehicle lanes of travel. 10.RTD suggest that "specialized training" could be provided to ensure that blind and low vision mall pedestrians could travel safely. This, of course, is a veritable admission that the proposal that includes removing curbs creates, in the view of Mall planners", a hostile environment to blind and low vision mall visitors. We should not build an environment that blind users with reasonable skills cannot decipher and navigate successfully and safely, or that need "specialized training". 11.And who would provide this training? How would blind and low vision mall visitors be apprised that they need this training? 12.The 16th Street Mall is one of the most visited places in Colorado for tourists. Removal of curbs, the universal indicator of the boundary between pedestrian walkways and motorized vehicle traffic lanes, creates a deterrent to blind tourists, rather than making it an attraction for them, especially if "specialized training" is necessary in order to enjoy the mall's attractions. It doesn't make sense to create a tourist environment that is hostile to some tourists. 	Table 2, General Comment Response [A], [B], and [D]
137	5/14/2019	Gary Van Dorn	The Sixteenth Street Mall is a utilitarian and iconic feature of Downtown Denver. Making changes to the Mall are important for the development of our Downtown. One change proposed is not at all functional or safe. Removing the curbs is unsafe and will cause future liability issues for CCD and RTD. The removal of the curbs will make it easier for people to wander into the path of the FreeMall Shuttle traveling in the Transitway. Curbs are a universal boundary between a street or path. People who are struck by an oncoming Shuttle would almost certainly sue RTD, CCD and the Downtown Partnership. This taxpayer is most unwilling to see such suites knowing RTD has no insurance. Injured parties are also likely to sue CCD and the Downtown Partnership for faulty planning and design. The Mall is already poorly designed with the use of granite pavers, do not add to the bad design with the removal of the curbs.	Table 2, General Comment Response [D], [H], and [K]
138	5/14/2019	Joann	My grown sons rent an apartment at 15th and Stout and attend college at UCd. I never spent much time downtown until they moved downtown one year ago. I have been able to walk all around the downtown area the past year and spent several nights with them. Until you remove the homeless and everything associated with them, you will never be able to attract people to the 16th Street Mall. It is filthy and disgusting. The parking garages are used as public restrooms. We recently traveled to Portland, Oregon and were absolutely repulsed by what we saw. Denver is not far behind Portland. If Denver continues to welcome the homeless, we will be no better than Portland.	Table 2, General Comment Response [F]
139	5/14/2019	Barbara Gunning	Keep the shuttle direction separate as it is. What is needed is to make being at the mall area pleasant, by eliminating the noise at 16 and calif., enforce the smoking law, and do something about the transients there. The sidewalks are blocked by fenced areas and scooters, cycles, and petti cabs.	Table 2, General Comment Response [E], [F], and [L]
140	5/14/2019	MPC	The mall, in its present configuration, is no longer as viable as it was. It was designed for a smaller city. Denver is no longer that City. I think a re-do is in order and it sounds like bringing the transit to the middle of the mall, with larger sidewalk areas on each side will make the mall safer and more pleasant. I no longer spend much time on the mall due to the large number of homeless and people asking for money. It's just not as pleasant as it once was and is often dirty. I would go back downtown if it was cleaned up a tad. Many of the businesses on the mall are trinket sellers, so not much to draw me there.	Your comment in support of the project has been noted. Table 2, General Comment Response [F]
141	5/14/2019	Doris George	Add more sidewalk cafes not take them away.I speak to visitors every day and they love our patios and cafes on sidewalks. This gives a French feel for relaxed downtown.Captain. Hacienda Colorado.	Table 2, General Comment Response [I] and [N]
142	5/14/2019	Stephen Garcia	There are too many dark areas along the mall at night . The new mall must have improved lighting to make it feel safe. Install a permanent building along the mall for the police to use as headquarters. Find a way for the existing trees along the mall to stay . Do not use those same tiles on the new mall.	Table 2, General Comment Response [A], [F], and [J] The historic light fixtures on the Mall were replicated and replaced in 2016. The Project will continue to have historic replica light fixtures, and new pole-based lighting fixtures will replicate the existing light fixtures. As noted in the EA in Section 2.4.1.6 and 2.4.1.7, other types of light fixtures could be incorporated into the design using Crime Prevention Through Environmental Design principles.
143	5/14/2019	Kim Cameron	I work at 16th & Broadway in a high-rise and enjoy walking the mall on my breaks. I have fallen down once on a warm, dry day due to my sandal getting caught on a lifted cobblestone or pothole. Also, the cobblestone becomes extremely slippery when wet. I have almost fallen down even while wearing shoes with really good rubber soles/tread.	Table 2, General Comment Response [B]
144	5/14/2019	Robert B	I would like to be able to ride my bike on the mall. I currently ride it on Sunday..	Table 2, General Comment Response [E]
145	5/14/2019	Lyn Hope	The central area between the sidewalks is what makes the 16th Street Mall different and uniquely Denver. It's nice to sit in the middle, sample the kiosks, plus VERY importantly, gives Denver PD a place to park and observe, which makes me feel much safer than an ordinary main street in other places and even other cities. I have heard many tourists in our beautiful city express the same thoughts. *Please KEEP the central area! Thank you for this opportunity to weigh in on this.	Table 2, General Comment Response [F] and [P]
146	5/14/2019	Alana Miller	The proposed plan looks like a big improvement for the mall. It is important that the plan is prioritizing pedestrian safety and comfort which will greatly enhance the downtown experience. The bulb-outs on cross-streets will be very helpful, along with creating wider walkways.	Your comment in support of the project has been noted.
147	5/14/2019	Brian	Get rid of the buses! Shouldn't have large vehicles like that on a PEDESTRIAN mall. RTD could extend the time that the Metro ride runs instead of running those buses on the mall. Leave the medians too.	Table 2, General Comment Response [C], [H], [P]

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148	5/14/2019	Emily Menkis	The idea of moving transit to the middle is great but there needs to also be shade over bus stops to protect from elements. There needs to be a plan in place to have better lighting & maybe emergency telephones to help curb the homeless & the violence. Less doorways that can be slept in. Also consider family friendly elements similar to Union Square that has a splash area where people can congregate, maybe a climbing area, a food hall of sorts that offers things like locally sourced fare. Many of the restaurants have closed down & there aren't a lot of shops to walk through. Consider creating something similar in feel to Southlands or Bel Mar. This space has a lot of potential if it's used correctly.	Table 2, General Comment Response [F], [I], and [N] Installation of bus shelters is not included in the Project, but the Project does not preclude consideration of shelters in the future. Ongoing coordination with emergency service providers will determine the range of security measures to be implemented on the Mall, and emergency phones will be part of that evaluation.
149	5/14/2019	Sue Estock	I recently read an article which included comments from Sid Vicious, member of the old band called 'The Sex Pistols'. He lives in L.A. where the homeless can pitch tents and camp anywhere...ironically he said that the whole situation is horrible: the majority of the 'homeless' are mid-20's drug addicts who have checked out of society and don't care about anything but drugs. They are camping/pooping by his front door and leaving their used needles in the sand on the nearby beach. Now some Democrat children are pushing bills like 300, so that Denver can have the same situation! Thanks to previous 'Dembrat' efforts, marijuana is now legal in Denver. Thousands moved here for it, many of which hang out on the 16th Street Mall :(It is a disaster to the point that we now must have police supervision on every block, port-o-potties to prevent random poop like they have in San Francisco and constant pan-handling for more drug money. I understand that parents are no longer parenting, that some are abusive and many no longer teach about God in their homes. Many of these kids are trying to fill those empty holes with drugs. However, they can also make the choice to attend free help, like AA programs, in order to rejoin society and become happy and productive. So my advice is to pull the marijuana legalization, or at the very least, promote AA on the mall so that these kids can move on with their lives in a good way.	Table 2, General Comment Response [F]
150	5/14/2019	Jay Jones	Can we not have the granite pavement tiles at all? Every time there's rain or snow those granite tiles get really slippery. All it would take is one litigious person falling to create a costly and preventable lawsuit. Use granite tiles as decoration, where people DON'T walk, and use ordinary sidewalk cement for pedestrian footpaths. This would lower the overall cost and reduce risk. Boom.	Table 2, General Comment Response [A] and [B]
151	5/14/2019	H.Duncan	1) I am a professional and have worked in Denver for 20 years. I loved Denver, before the pot heads moved in. You may spend millions making 16th look good, but no one wants to spend time there with those dirt bags hanging around, disgusting sidewalks, terrible smells, harassment. I work in a company with 350 employees, we want our company to move out of Denver, because of the pot heads. Alleys must be shut off to them, the smell of excrement gags us every summer, now. No, the ugly barricades and 'free toilets' that my tax money has paid for don't help. The pot heads themselves smell. Yes, they're dirt bags. There are people that need help, and want help. Not those I call dirt bags. These people are here for pot, for hand outs. We don't have a homelessness problem, we have a pot head problem, don't church it up. They didn't come to Denver to enter programs to better themselves, they came for pot, they came to enhance their worthlessness, they are dirty, trashy, smelly, costing us money, ruining downtown Denver, some are violent. I saw a dog-leg sized bone on 16th St sidewalk; seriously, no meat that size is sold in the grocery store. I walk out of my work building and all I could do was stare at this bone, with just a little meat on it, I wanted to cry but almost puked instead. I worry about the animals, they're the innocents, the dirt bags are not. I go to take the stairs in the parking garage so I can get some exercise; every day: fresh pee in the corners, and every once in a while, a pile of poo, too. I never saw this before the pot head invasion. I no longer take the stairs, it's unhealthy, unsafe, same as walking along the river, my pretty Denver is gone. Half the money spent on 16th should be finding a way to keep the dirt bags off it. They need to be off the buses, too. Sitting in a wet seat sucks, getting in a smelly bus sucks, being harassed by a drugged out a-hole sucks, standing room only shoulder to shoulder with a dirt bag sucks. I'm a professional, I'm here for work. My family comes in to town for lunch or tourism activities, is this what we/they want to experience? I don't want you to waste money prettying up a pig sty. Isn't it my money? 2) The beggars for money for themselves or fund donations - I work 12-hour days, 1 of which I get to spend on a walk on 16th to get fresh air and go find lunch. I don't want to constantly have to respond to people in my face asking me to support their funds, listen to how Satan is going to take me down, asking if I support children, asking if I support saving Polar Bears from their own environment...it's harassment, there's no peace. How about they stay in a corner and if we want to talk to them, we go to them, not the other way around? 3) Denver has the prettiest weather, even in winter we can be outside. 16th is set up for a Paris-like outdoor bistro setting with its wide sidewalks. More outdoor restaurant sections, or non-restaurant owned table and chairs, maybe with pergolas (the trees are nice too for some but not too much shade), could make the entire mall like a nice long bistro. Of course, if the dirt bags take over the seating and stink up the place, again, you'll be wasting money on 16th. The big flower pots take up too much space, too, can flowers be hung from the bus stop signs, instead? Look at some pictures of Paris (before the dirt bags moved in), how it's set up for outdoor seating, how pretty it is/was.	Table 2, General Comment Response [F], [I], [K], [N]
152	5/14/2019	Pete	Make bus lanes safer, for pedestrians.	Table 2, General Comment Response [H]
153	5/14/2019	Bambi	Do we really need buses for a mile stretch. I would actually visit the 16th street mall more if you cleaned it up, removed the buses and made the whole mall a pedestrian mall. Please keep the large trees and make this into a green beltway park. There is already too much concrete in this city. I think you are missing a great opportunity here to be innovative and forward thinking. Buses are so 37 years ago.	Table 2, General Comment Response [C], [F], [J]
154	5/14/2019	Leba Sunshine	install brighter lighting-increase lighting-retain shuttle busses-run shuttles more frequently during Rockies season-replace pavers with cement (like 14th street scape)pavers are a hazard-I live a block from the mall, 5 residents have fallen on the mall after tripping on uneven/broken pavers -incent more retail (exclude souvenir shops) ex: an apple store -continue heavy security /police presence -replace current street signs with larger ones that are lite at night	Table 2, General Comment Response [A], [B], [F], [I], [N] This project is not changing the Regional Transportation District's current and planned operations.
155	5/14/2019	Mary Dillenbeck	The pavers are dangerous when wet and get very slippery. Since they are expensive to maintain anyway, consider getting rid of them and replace them with a safer and more even walking surface.	Table 2, General Comment Response [A] and [B]
156	5/14/2019	NA	Get rid of the homeless and drug use. That is the absolute biggest issue facing 16th St.	Table 2, General Comment Response [F]
157	5/14/2019	Alan Loo	Make the 16th street mall a complete street with everyday bike & scooter lanes.	Table 2, General Comment Response [E]



May 8, 2019

Susan Wood
Regional Transportation District
1560 Broadway, Suite 700
Denver, CO 80202

Re: Comment on 16th Street Mall Improvements Environmental Assessment

Dear Ms. Wood,

At its regular meeting of May 1, 2019, the Downtown Denver Business Improvement District (BID), voted unanimously to support the findings of the 16th Street Mall Improvements Environmental Assessment (EA) and to authorize that this letter be submitted to you as part of the EA public comment process.

The BID has played a central role in the upkeep and activation of the 16th Street Mall (“Mall”) since the BID was formed in 1992 and, since the Mall opened in 1982, through the BID’s predecessor organization the Mall Management District. The care of the Mall is and has been the most important element of the BID’s annual work program throughout that entire time. The BID was also thoroughly involved in a series of studies that have investigated all aspects of the Mall since 2008, culminating in the Environmental Clearance process of the last two years that has resulted in the issuance of the EA. Based on our standing, our experience and our expertise, we support the EA, as well as the Locally Preferred Alternative (LPA) it recommends, and want to emphasize the following points:

- The biggest challenge in maintaining the Mall infrastructure for the last 37 years has been the failing paving system. The EA notes this and rightly points out the major flaw in the original design that led to this, which is the lack of a drainage system under the paving system, which has led to deterioration in the paving system and rapidly accelerating repair costs. The LPA recommends a complete reconstruction of the paving system, including replacement of the underlying concrete slab, and a drainage system to carry away any water that penetrates the paving system. We strongly support this. There are other systems nearing the end of their lives, such as the electrical system, which will also benefit greatly from the LPA-recommended total reconstruction.
- Conflict between pedestrians and RTD’s Free MallRide (“shuttle”) operations is another major issue identified in the EA that has also concerned the BID for many years, especially due to the proximity of shuttle operations to the pedestrian walking areas. Pedestrians often walk very close to the transit lane, or even step into the transit lane because the sidewalk is crowded – creating potentially hazardous situations. As shuttle frequency and pedestrian activity have

increased in the last decades, these conflicts have continued to increase as well. We support the LPA recommendation to bring the two shuttle lanes together and separate the main pedestrian walking paths from the transit lanes by 5' = 9' wide zones where Mall trees, lights and other amenities will act as buffers between shuttle and pedestrian movements.

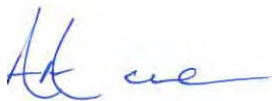
- Improved activation of the Mall has been a primary goal of the BID throughout its history. The BID experimented for many years with a variety of programs to activate underutilized areas of the Mall, especially the medians. Nothing the BID tried has worked effectively, and we came to the realization that the median's narrow width and its location between two busy transit lanes made meaningful activation impossible. The LPA's recommendations to eliminate the median, bring the transit lanes to the center, and use the extra space to widen the sidewalks will provide much more flexibility and many more meaningful activation opportunities for Mall users.

In addition to our support for the EA and its LPA, the BID would like to make the following requests as the process moves forward to its next stages:

- The LPA's recommendation to eliminate the medians significantly limits locations for emergency and maintenance vehicles to park on the Mall during the course of their necessary operations. We encourage the City of Denver to identify and designate portions of curb lanes of streets intersecting the Mall as loading/parking zones for authorized emergency and maintenance vehicles. Ideally, these designated areas would be as close to the Mall as possible.
- Participation from and communications to property owners adjacent to the Mall have been timely and consistent throughout the Environmental Clearance process. We encourage all parties overseeing the next phases of the Mall reconstruction process to continue to communicate with and engage property owner representatives in every aspect of the process.

Thank you to the Federal Transit Administration, the City of Denver, RTD, the Downtown Denver Partnership, the consulting team and all of the other parties who have worked to develop this meticulous, thorough and well-written EA. We are confident that, if approved, the EA will provide a great first step in planning for the next 40 years of the Mall and will reinforce its continuing and growing role as the heart of Downtown Denver.

Sincerely,

A handwritten signature in blue ink, appearing to read "Austin Kane".

Austin Kane
Chair

Shonna Sam

From: Noah Patrick <noahmpatrick@gmail.com> Friday, April
Sent: 19, 2019 10:24 AM
To: Wood, Susan
Subject: 16th Street Mall Environmental Assessment

Hi Susan,

I got your email off Downtown Denver Partnership website for the 16th Street Mall Environmental Assessment comments.

I'm writing to convey my sincere concern about removing the 7 block tree canopy along the mall. I understand the desire to reconfigure the bus lanes. I do not believe the loss of the only significant tree canopy in downtown is warranted, however. The goal appears to be to give folks disembarking the buses some additional room to do so without interfering with pedestrian traffic. It also appears to be, in part, to add 2 extra feet of patio or sidewalk to each side of the street. I ask you to consider the trade-off. Does 2 extra feet of sidewalk or patio space (can you actually add any more patio space with just 2 extra feet?) warrant removing decades-old trees that significantly add to the atmosphere of the mall? Trees do not exactly grow well or fast in Denver, particularly urban spaces where their roots and water are constrained. It will take a generation for the tree canopy to grow back. This is not a short term-impact, where in two years there will magically be a new canopy for people to seek shade under. I also do not trust that a concerted effort will be made to bring back a healthy, dense, attractive tree canopy. Based on what the mall looks like west of Arapahoe, I anticipate we will wind up with vast hard surfaces and very little shade from stunted trees.

There is nothing like this in downtown. Skyline Park has a few trees. But we should be ENLARGING our tree canopy downtown, not decimating it. I understand there is an argument out there that these trees are not viable. When you go down and look at those trees, they are healthy. Why don't we keep those trees and, if in the long term they truly aren't viable, then we can address removing them and replacing them? It seems incredibly wasteful and incredibly detrimental to downtown's streetscape to remove perfectly healthy trees like this, particularly in an area that already has an absolute dearth of trees. Please take a moment to consider what the rest of downtown looks like - one-way streets 4 or 5 lanes wide, ZERO trees, hard concrete surfaces and little pedestrian activity. People gravitate to green spaces, particularly the tourists and convenioneers who seek a "place" in Denver. Without a canopy, which seemingly could last for a few more decades, how inviting are people visiting Denver going to find one of the few places to congregate downtown? Picture yourself on a blazing 100 degree August day walking down the mall - 100 degree days that will become more common with global warming. How nice is it to be able to walk around with the shade of those locust trees? If they were not there, how compelling is it for you to think about going outside and walking around in the sun when you bring visitors to town?

I am by no means a crotchety old man who hates spending money on civic improvements and transportation. I support efforts to continually make Downtown Denver more attractive and pedestrian friendly and vibrant. I think removing this tree canopy in the name of marginally improved (though I think it's even not proven that this will improve it) pedestrian experience will actually do the opposite: deter pedestrian activity and the experience for folks looking for a respite from an otherwise very hard-surfaced, barren downtown.

Thank you for your time, Susan.

Noah Patrick

Denver, CO

From: [David Carlow](#)
To: [Wood, Susan](#)
Subject: 16 Street Mall Project - comments
Date: Saturday, May 11, 2019 7:30:07 AM

Hello

We did attend one of the recent informational presentations.

Here are some comments:

Lighting - improve the lighting all along the mall so that dusk dark the mall is bright (hope this is already in the plans).

Alleyways - more murals as part of the project and clean up all alleyways on an ongoing basis.

Security- it seems like police presence and private guards numbers diminish after 5 pm or so - may be worthwhile to have some kind of a police / security stand (aesthetically pleasing at a couple of points on the mall. Easily seen for residents or visitors to report issues or concerns without having to find an officer or security person somewhere on the mall. Increase the sense of security on the mall without overdoing it.

Also a security guard RTD randomly riding the mall shuttle

Trees- hopefully many nice looking foliage and shade (already in the plan the more the better.

Homeless individuals - somehow address pan handling except for the Voice sellers sure this has been discussed no easy answer.

Businesses - improve the look of their facades/business to make them more attractive and in keeping with the improvements and look of the mall in general

Scooters - crack down get them off the sidewalks if possible a hazard and danger

Signage- nice looking but clearly visible regarding rules, bikes scooters no cars etc

Flashy / Western motif design/ art murals

Thank you for. your efforts

Project should be a boon to the city.

David Carlow et al. input from many of our friends and neighbors neighborhood -One Lincoln Park and surrounding area.

From: [Cynde Vaughn - CDHS](#)
To: [Wood, Susan](#)
Subject: Feedback regarding 16th St Mall Redesign
Date: Tuesday, May 14, 2019 9:10:41 AM

Hello,

I recently attended a stakeholder's engagement meeting on May 8th, 2019 intended to gather input from those with disabilities to include individuals who are deaf, hard of hearing, blind/low vision and deafblind. Since there was limited notice of this meeting, the attendance was low.

The presentation was well done, and had supporting tactile graphics which were quite impressive in their detail as much thought was clearly put into considering how to incorporate tactile designed and other measures to support ease of navigation and make the mall accessible. We discussed exploring a few options that compliment plans already under consideration to effectively address safety of individuals who have hearing and vision loss.

Below please find a summary of these recommendations:

Suggestions proposed at 5/8/2019 stakeholder engagement meeting:

1. Incorporate some type of lighted/sound alert system at each mall bus stop to notify those with vision and hearing loss when a bus is approaching. Since these vehicles may be hard to perceive, and in middle of road, this would assist safety of individuals who may need alternative notification system. This alert system exists in other transit systems so might be at ground level, or beside where buses travel.
2. Add a raised "dotted line" guide for pedestrian crossings of 16th St at each intersection as those streets that cross will have live traffic including bikes and scooters. The raised dot guides could be similar to those planned to separate pedestrian walkway from amenity areas. Also consider adding raised dot guide on other side between pedestrian walk way and patio area in front of businesses.
3. Make wait area beside where each mall bus loads/unloads tactilely distinct (similar to yellow platforms at lightrail stations where each passenger loading area is clearly marked with tactilely and visually distinctive ground place marker. This was discussed as preferable to use of furniture or other structures that might mark wait area since people using or leaning on furniture make it difficult to use as a reliable guide source.

We did ask that there be an opportunity to discuss accessibility features of the mall with contractor and RTD, City and County of Denver prior to finalization as the stakeholders had limited opportunity to engage in discussion.

If you would like additional information or clarification, please don't hesitate to contact me by phone or email.

Cynde Vaughn
Outreach & Consultative Services

DeafBlind Specialist

Department of Human Services
Colorado Commission for the Deaf, Hard of Hearing, and Deafblind

1575 Sherman Street, Garden Level
Denver, CO 80203
303.358.0348 (Phone)
720. 457.3679 (Videophone)
fax: 303.866.4831
E-mail: Cynde.vaughn@state.co.us
www.ccdhh.com



Facebook: <https://www.facebook.com/CODEafHoHDB>



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THE FUTURE OF
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MALL

16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

The new 16th Street Mall Project is exciting. I look forward to the changes. Following are safety concerns and logistics getting to Civic Center and Union Station:

1. Scooters weave very fast between pedestrians on sidewalks on 16th, Civic Center and surrounding blocks. The law is not enforced to make scooters, uni-wheels, skateboard stay in streets. Pedestrians jump to avoid being hit. Last week a man suffered a broken hip from being hit on the sidewalk. Scooters are left on ground at RTD Shuttle Stops, so the ramps cannot go down to let out handicapped individuals.

2. People smoke strong marijuana on 16th, therefore, the public shops and eats elsewhere.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: Colenda Richey

(Optional) Organization (if Applicable):

(Optional) Zip Code: 80465

(Optional) Email Address:

All comments received by May 14, 2019 will be part of the project record



THE FUTURE OF
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Susan.wood
@ rtd-denver.
com

16th Street Mall Environmental Assessment Comment Form

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Your Comment:

DESIGN BUILD PROCESS

THE DESIGN BUILD PROCUREMENT PROCESS IS AN EXCELLENT PROCUREMENT PROCESS FOR UNIQUE PROJECTS IF THE RIGHT TEAM IS SELECTED WITH A SOLID WORKING HISTORY ON PAST DB PROJECTS IT CAN DELIVER A PROJECT VISION ALL OF THE STAKEHOLDERS HAVE. THIS REQUIRES CLOSE COLLABORATION WITH THE PARTNERS (I.E. RTD, CCD, DDP, & FTA) DURING THE DESIGN DEVELOPMENT & THROUGH CONSTRUCTION WORKING AS A TEAM AND PUTTING THE PROJECT FIRST.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: LARRY WALSH

(Optional) Organization (if Applicable): SEMA CONSTRUCTION

(Optional) Zip Code: 80112

(Optional) Email Address: LWALSH@SEMACONSTRUCTION.COM

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THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

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Your Comment:

I don't understand why you would use pavers when they have proven to be unreliable and cost prohibitive. Use color concrete to get the snake effect. It will cost less to install and maintain

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: Concerned Tax payer

(Optional) Organization (if Applicable): _____

(Optional) Zip Code: _____

(Optional) Email Address: _____

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THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

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Your Comment:

Given the commitments that have been identified in the EA, and the historical aspects of the mall that must also be maintained, I submit that the current procurement method for the reconstruction, with risk assigned to the contracting team, is unrealistic and will significantly increase the projected costs of construction well above the current budget.

A different procurement method, where the contractor provides advice and insight to reduce the project risks and therefore costs, ~~it~~ will provide greater value to the City. CM@RISK or Construction Manager at Risk methods will promote a collaborative effort, without assigning undue risk (at added cost) to the contractor.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: Brian Ruby

(Optional) Organization (if Applicable): _____

(Optional) Zip Code: _____

(Optional) Email Address: _____

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THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

Your plan sounds well considered and forward thinking. I think it will be beautiful and functional when completed. Here are some elements that concern me:

- 1) Public restroom facilities - needed for visitors at events and just daily activities
- 2) Will there be a designated travel way for bikers and scooters that won't impede buses or pedestrians?
- 3) I would like to see more upscale stores and restaurants.
- 4) Humane control of homeless, beggars, and zealots.
- 5) Shuttles running at more controlled intervals, i.e.: not one right after another and then none.

Thank you. Good luck. Hope it's finished while I'm still mobile!

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: Pamela D. Wiegand #2721

(Optional) Organization (if Applicable): 2001 Lincoln St. Denver 80202
303 324 4090

(Optional) Zip Code: 80202

(Optional) Email Address: rwiegand-ii@sprynet.com

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THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

I would like to see more focus on the safety enforcement on the 16th street mall. More importantly, homeless "hanging out" in front of businesses. Homeless urinating and defecating on buildings along the mall. Scooters, bicycles and skateboards are being used in full force up and down the mall with no consequences. If initiative 300 passes how will this group deal with the homeless camping? I have talked with many people who do not come downtown to the mall to hang out and shop because it is a scary place with no laws being enforced. ~~@@@~~ Denver needs to deal with the criminal element that has been allowed to take over, otherwise nothing will change. People will continue to avoid downtown.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name:

Stephanie Richey

(Optional) Organization (if Applicable):

(Optional) Zip Code:

80465

(Optional) Email Address:

richeysn@comcast.net

All comments received by May 14, 2019 will be part of the project record



THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

HAPPY ABOUT THE RECOGNITION TO CHANGE TEXTURE
OF PAVEMENT

HAPPY ABOUT MAINTAINING CURB FOR BUS/SHOULDER
ACCESS.

NEED MORE INFORMATION ON CROSS-WALKS
TECHNOLOGY, ~~AND~~ TRUNCATED DOMES DIRECTIONAL
PATHS FOR PEOPLE WITH LOW VISION

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: JAIME LEWIS

(Optional) Organization (if Applicable): DRMAC/CCDC

(Optional) Zip Code: 80203

(Optional) Email Address: JLEWIS@CCDCONLINE.ORG

All comments received by May 14, 2019 will be part of the project record



THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

① "horribly Proposed Alternative" is an annoying term.
I live on 16th St and I WAS NOT ASKED.

② Removal/Reduction of center medians ^{PARKS} to AMPLAKZ
they are part of what makes the 16th st unique.
the plan reduces opportunities to relax & slow down.

③ Concerned about impact of emergency vehicles on
BUS transit on 16th street, & safety of passing
large vehicles.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name:

Nick Hofst

(Optional) Organization (if Applicable):

(Optional) Zip Code:

(Optional) Email Address:

All comments received by May 14, 2019 will be part of the project record



THE FUTURE OF
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16th Street Mall Environmental Assessment Comment Form

We welcome your comments on the Environmental Assessment. All comments received during the comment period will be part of the project record. The FTA and project partners to review and consider all comments when determining how to move forward.

Your Comment:

Pavers. Please remove as many ~~if~~ if not all of the pavers. They are a safety concern.

- They are very slippery when it rains or snows. Ice remover makes them worse.
- They are uneven & buckle. I have seen an instance where a man with a walker fell because it got caught on a paver, on the sidewalk. He hit his head.
- Some shoes get stuck in space between pavers - ie high-heels. This caused me to almost fall into the mall shuttle path.

Please remove as many as you can. A few can be retained for decor, as needed.

Personal information may be published in the publicly circulated decision document for this project.

(Required) Name: _____

(Optional) Organization (if Applicable): _____

(Optional) Zip Code: 80202 _____

(Optional) Email Address: _____

All comments received by May 14, 2019 will be part of the project record



Appendix B

Mitigation Measures



16th Street Mall Alternatives Analysis and Environmental Clearance Mitigation Measures

The Project commits to the measures in Table 1 to mitigate Project impacts. Table 1 is consistent with the ‘Summary of Adverse Impacts and Mitigation Measures for the Locally Preferred Alternative’ tables in the *16th Street Mall Alternatives Analysis and Environmental Assessment*, published in April 2019, and with the clarifications and changes described in the *16th Street Mall Alternatives Analysis and Environmental Assessment Errata Sheet*, published in November 2019. Clarifications and changes made since the distribution of the EA, and described in the Errata Sheet, are noted in this table with underlining (for additions) and strikethrough (for deletions). The LPA is called the Project in this table, as the LPA is selected as the NEPA Preferred Alternative. All citations are referenced in Section 6.0 References in the EA

Table 1. Summary of Adverse Impacts and Mitigation Measures

Resource	Impacts*	Mitigation*
Economic Conditions	<p>Direct Impacts</p> <ul style="list-style-type: none"> No adverse impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No adverse impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Temporary impacts to the approximate 370 businesses adjacent to the Project limits. Temporary effects could include disruption of pedestrian flow, noise, and restricted or changed access. Potential temporary decline in sales of 20 to 40 percent. Potential temporary decline in sales tax revenue to CCD and RTD. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> The City and County of Denver (CCD) will ensure the construction contractor adheres to CCD ordinance and standards for maintaining access to adjacent properties during construction. CCD, in coordination with the Regional Transportation District (RTD), the Downtown Denver Partnership (DDP), and the contractor, with input from businesses adjacent to the Project limits, will develop and implement a Project Management Plan (PMP). The PMP will include, but is not limited to the following measures: <ul style="list-style-type: none"> Access: Provide references to applicable information in the Traffic Management Plan (TMP) to maintain reasonable access to businesses and pedestrians during

* Clarifications and changes made since the distribution of the EA are noted with underlining (for additions) and strikethrough (for deletions).



Resource	Impacts*	Mitigation*
		<p>all phases of construction of the Project; maintain reasonable access for cross traffic and bicycle lanes, except for limited intermittent closures, as well as reasonable access for other connecting transit service; and Free MallRide transit service maintenance. During subsequent design phases, form a Business Impacts Working Group to discuss impacts and construction phasing.</p> <ul style="list-style-type: none"> – Communication: Communicate regularly with businesses, <u>and</u> property owners, <u>and system users</u> about the construction schedule. – Additional Signage: Coordinate with DDP to develop signage that directs visitors to businesses during construction. Some of the businesses may benefit from additional signage because of reduced visibility due to construction activities. – Regional Outreach: Conduct public outreach to let the local community and region know that the area is open for business during construction. As Downtown Denver is a regional destination, it will be important to communicate construction schedules and special events to the region and even statewide. – Special Events/Marketing: Coordinate additional outreach, special events, and extra marketing with local businesses. These would be particularly important to ensure that visitors and employees know that Downtown Denver and specific businesses remain open for business during periods of construction. – Additional Mitigation: Participate with local business organizations, under the leadership of DDP, to identify other measures the Project could incorporate to mitigate business impacts. Coordinate and continue to work closely with these organizations on specialized outreach, special sales, and extra marketing, in addition to developing a Project-specific outreach and marketing campaign and other measures to reduce business impacts. <ul style="list-style-type: none"> • The PMP will include the Public Information Plan (PIP). Outreach strategies in the PIP will include the following:

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction. • Construction will be phased to limit the construction timeline in front of single properties.
Cultural Resources	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Adverse Effect to the 16th Street Mall historic property. Impacts would include realignment of the asymmetrical blocks, relocation of the transit ways, conversion of the median to transit way on both the median and asymmetrical blocks, replacement and relocation of trees, introduction of additional tree species, and replacement of the existing granite pavers with new granite pavers. • Change in viewshed from the historic properties adjacent to the Mall. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Measures to mitigate the adverse effect are detailed in the draft <u>Programmatic Agreement (PA) executed on September 18, 2019 and included in Appendix C of the 16th Street Mall Alternatives Analysis and Environmental Clearance FONSI, issued by FTA in November 2019. The PA includes and include design commitments to retain historic materials and design concepts as well as <u>outlines</u> a process for developing mitigation in ongoing consultation as the design progresses. The Programmatic Agreement will need to be executed prior to completing a NEPA decision document, should FTA determine to approve the Project.</u> • The Unanticipated Discovery Plan included with the PA will be followed for archaeological resources and <u>requires that activities be ceased and an appropriate course of action be determined with FTA and SHPO, if any resources are discovered during construction.</u>

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Resource	Impacts*	Mitigation*
	<ul style="list-style-type: none"> • Potential discovery of unidentified archaeological resources. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Temporary effects to the setting and feeling of the cultural resources adjacent to the Mall during construction of the Project. • Temporary changes to access to historic properties adjacent to the Mall during construction. • Construction-related vibration not anticipated to reach thresholds for impacts. • Potential discovery of unidentified archaeological resources. 	<p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • CCD will contractually require third-party vibration monitoring, which will include a baseline report, established vibration thresholds for historic structures, and mitigation strategies should those thresholds be exceeded. • The Unanticipated Discovery Plan included with the PA will be followed for archaeological resources.
<p>Visual and Aesthetic Resources</p>	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Change in appearance of the Mall when viewed from <u>the street level on the Mall and</u> buildings lining the Mall. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Visual disturbances during construction. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Construction will be phased to limit the duration of major construction activities directly in front of single properties.

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Resource	Impacts*	Mitigation*
	<ul style="list-style-type: none"> Temporary tree and tree canopy removal and reduction. 	<ul style="list-style-type: none"> Nighttime lighting will be directed downward to reduce the impact of the light on adjacent residences and hotel rooms. The temporary loss of trees and tree canopy will be mitigated consistent with CCD Executive Order 123, Chapter 8, City Tree Preservation.
Public Safety and Security	<p>Direct Impacts</p> <ul style="list-style-type: none"> Changes to the Mall design related to ADA compliance. Potential for public safety threats. <u>Police, emergency, and maintenance vehicles no longer able to park in medians.</u> <p>Indirect Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Temporary impacts during construction to police, fire, and emergency response times because of temporary lane or intersection closures within the Project limits. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> Compliance with applicable CCD and RTD design criteria. CCD, and RTD, and DDP will conduct <u>outreach to organizations representing the disabled community</u> an ADA/Disability Advisory Committee during subsequent design phases to receive input on delineating features and other components of the Mall design related to accessibility. CCD and RTD will establish design criteria during the preliminary design phase. CCD and RTD, in coordination with the contractor, will evaluate design elements like directional indicators and tactile warning strips during the final design phase prior to accepting the design for construction. CCD will implement a third-party review to verify that the design and construction of the improvements complies with ADA requirements, coordinating with RTD to account for RTD’s Free MallRide fleet configuration and capabilities. CCD, in coordination with RTD, will implement the FTA Safety and Security Certification process, which identifies and minimizes threats to the public <u>intentional and unintentional harm to people, property and the environment</u> during operation of the Project. The documents for managing this process are anticipated to include the following: <ul style="list-style-type: none"> – Design basis manual, which includes Crime Prevention Through Environmental Design (CPTED) and other safety and security criteria – Safety and Security Certification Plan – Updated Certified Items List (CIL) – Design criteria conformance checklists

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> – Operations and maintenance training CIL or checklist • <u>CCD will coordinate with RTD, DDP, and the Denver Police Department during subsequent design phases to explore options for the parking of police, emergency, and maintenance vehicles as necessary for ongoing operations on the Mall.</u> <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • CCD, in coordination with RTD, will implement the FTA Safety and Security Certification process, which identifies and minimizes threats to the public <u>intentional and unintentional harm to people, property and the environment</u> during construction. The documents for managing this process are anticipated to include the following: <ul style="list-style-type: none"> – Safety and Security Certification Plan – Updated CIL – Construction specification conformance checklists – Construction safety and security plan (to address risks during the construction phase) • Emergency service providers will be given adequate detour information, including advanced notice before construction, to ensure access is maintained during construction. • The TMP will include protocols for developing detours and communicating with emergency providers.
Land Use	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No adverse impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required.

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Resource	Impacts*	Mitigation*
	<p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> No impacts. 	<p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> No mitigation required.
Stormwater	<p>Direct Impacts</p> <ul style="list-style-type: none"> Changes to collection, conveyance, depth and spread of stormwater on the Mall. Changes to collection, conveyance, depth, and spread of stormwater on cross streets where bulb-outs would be constructed. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Changes to the collection, conveyance, depth, and spread of stormwater for the area under construction and its vicinity. Potential construction-related sedimentation and water quality impacts, without mitigation. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> Stormwater collection and conveyance systems will be designed and constructed to handle stormwater in compliance with CCD's <i>Public Works Standards, Details, Manuals, Plans & Studies</i> (CCD, 2017a). Stormwater collection and conveyance systems will be designed and constructed to handle stormwater in compliance with applicable CCD design criteria. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> CCD, in coordination with the contractor, will develop and implement a stormwater management plan that specifies temporary best management practices to avoid and minimize soil erosion, sedimentation, and overflow from construction site runoff (for example, silt socks, silt fences, and detention facilities, if applicable). CCD, in coordination with the contractor, will develop and implement a spill control plan to layout protocols to avoid and minimize the unwanted release of substances during construction as part of a Materials Management Plan.
Noise and Vibration	<p>Direct Impacts</p> <ul style="list-style-type: none"> Minimal to no impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No impacts. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required.

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<p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Construction-related noise. • Nighttime construction-related noise. • Construction-related vibration not anticipated to reach thresholds for impacts. 	<p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Compliance with CCD Standard Specifications for Construction, General Contract Conditions (2011). • CCD, in coordination with the contractor, will develop a Noise Control Plan that outlines allowable daytime and nighttime construction, Project noise levels, and location and types of noise abatement measures required to meet specific noise limits for the associate construction work. • Compliance with CCD noise ordinance (Denver Code of Ordinances, Section 36) including the following measures: <ul style="list-style-type: none"> – Construction noise limited on weekdays between 9 p.m. and 7 a.m. to ordinance thresholds. – Construction noise limited on weekends between <u>5 p.m.</u> 9 p.m. and 8 a.m. to ordinance thresholds. • CCD will contractually require third-party vibration monitoring. The vibration monitoring requirement will include a baseline report, established vibration thresholds taking into account historic structures, and mitigation strategies should those thresholds be exceeded. • Construction equipment must be properly maintained, used for the manufacturer’s intended purpose, and operated in compliance with any required license. • CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as noise: <ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advance notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction.
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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction.
Air Quality	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Release of dust and particulate emissions generated by excavation, grading, hauling, and other construction-related activities. • Exhaust emissions from construction equipment and vehicles are also expected and would include carbon monoxide, nitrogen oxide, volatile organic compounds, and directly emitted particulate matter less than or equal to 10 and 2.5 micrometers in diameter (PM₁₀ and PM_{2.5}). 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • CCD will ensure the contractor <u>submits an Air Pollutant Emissions Notice and</u> is in compliance with federal and state air quality standards for fugitive dust control, as required in <i>CCD Standard Specifications for Construction, General Contract Conditions</i> (2011). Examples of fugitive dust control measures that may be implemented are watering exposed soils and stockpile areas, and covering trucks hauling soil or fine materials. • CCD will contractually require a Construction Air Quality Control Plan and Fugitive Dust Control Plan. CCD will also monitor air quality through the Denver Department of Public Health and Environment throughout construction. • CCD, in coordination with the contractor, will develop measures to minimize exhaust emissions and exposure to exhaust emissions. The following are examples of measures to limit exhaust emissions that may be implemented: limit unnecessary idling, use alternatives for diesel fuel and diesel engines where possible, locate stationary engines away from residential areas, and use construction equipment that is both the practical engine size for the intended job and properly tuned and maintained. • As part of the PIP, a public information line of communication will be established and available to field public comments and complaints during construction.

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Resource	Impacts*	Mitigation*
Utilities and Infrastructure	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Protection in place, replacement in place, or relocation of utilities within the Project limits. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Potential limited interruption of service. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Utilities will be relocated in coordination with the utility owner and CCD. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Disruption of service provided by the existing utilities' infrastructure will be limited to the extent possible. • Temporary interruptions in utility service will be coordinated with utility owners, affected property owners, and tenants. • CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as the disruption of utility service: <ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction. • Detailed existing utility information will be collected prior to the start of construction.

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Resource	Impacts*	Mitigation*
Parklands and Recreational Resources	<p>Direct Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Potential temporary restrictions to access to Skyline Park from the Mall, but access would be maintained from other streets. No other recreational resources are located within or immediately adjacent to the Project limits. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a PMP that will include a plan for maintaining access to Skyline Park during construction.
Social Conditions and Community Facilities	<p>Direct Impacts</p> <ul style="list-style-type: none"> No adverse impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> Could increase demand for real estate adjacent to the Project limits. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Community facilities could experience a decline in visitors during construction because of temporary changes to transit and pedestrian facilities, traffic congestion, and impacts to noise, air quality, and visual resources. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a PMP and TMP that will include a plan for minimizing and mitigating impacts to the local residents and community facilities. CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues: <ul style="list-style-type: none"> Issue construction updates and post them on the Project website. Provide advanced notice of roadway closures, driveway closures, and utility shutoffs.

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction. • Additional mitigation is discussed in this table under Visual and Aesthetic Resources, Noise and Vibration, Air Quality, Transit Operations, Traffic Operations, and Pedestrian Facilities.
Hazardous Materials	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Potential to encounter undocumented soil or subsurface contamination that could harm human health. • Potential to encounter abandoned or undocumented utilities. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • CCD will ensure the contractor develops and implements a Health and Safety Plan to protect workers. • CCD will ensure the contractor will comply with Occupational Safety and Health Administration requirements for construction workers who may be exposed to hazardous materials. • A trained and certified asbestos inspector will be present to clear any utility material before it is moved or disturbed. • CCD will ensure the contractor develops and implements a Materials Management Plan to ensure removal and disposal of hazardous materials follows all federal, state, and local requirements. • All utilities will be treated as live until confirmed otherwise.

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> If undocumented contamination is discovered, construction activities will cease until it is determined, in coordination with CCD Department of Public Works and other appropriate regulatory agencies, that work can proceed without risk of injury to persons or the environment.
Environmental Justice	<p>Direct Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> Temporary impacts to the approximate 370 businesses adjacent to the Project limits, some of which are minority-owned. Effects may include disruption of pedestrian flow, noise, and restricted or changed access. Potential temporary decline in sales for businesses adjacent to the Project limits, including minority-owned businesses. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> CCD, in coordination with RTD, DDP, and the contractor, with input from businesses adjacent to the Project limits, will prepare and implement a PMP with the contractor that will include a plan for minimizing and mitigating impacts to local businesses. CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders, including environmental justice populations, about construction-related issues: <ul style="list-style-type: none"> Issue construction updates and post them on the Project website. Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. Conduct public meetings. A public information line of communication will be established and available to field public comments and complaints during construction. Prepare materials with information about construction. Address property access issues.

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> – Assign staff to serve as liaisons between the public and contractors during construction.
Transit Operations	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No adverse long-term impacts to Free MallRide operations are anticipated under the Project. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No significant, adverse long-term impacts are anticipated under the Project. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Temporary construction impacts are based on a range of options for Free MallRide transit service during construction. RTD prefers options that would retain Free MallRide service on the Mall throughout construction. The approaches described in the EA are not final; construction phasing would be evaluated as design and construction planning progresses with consideration to mitigation of impacts. • The range of impacts for the Free MallRide transit service options during construction are as follows: <ul style="list-style-type: none"> – <u>Light rail service across the Mall: negligible to very limited impacts</u> 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a TMP that will include a plan for minimizing and mitigating impacts to transit service during construction. • CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as impacts to transit operations: <ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings to receive input for proposed options. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction.

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Resource	Impacts*	Mitigation*
	<ul style="list-style-type: none"> <li data-bbox="453 350 932 488">– Increase in travel time <u>for Free MallRide and bus routes crossing the construction on the Mall:</u> negligible to significant <li data-bbox="453 496 932 602">– Stops removed from the Mall: from two one to three stops to all stops removed <li data-bbox="453 610 932 675">– Ridership loss along Mall and to the RTD System: 15 to 100 percent <li data-bbox="453 683 932 748">– FTA grant funding loss: \$75,000 to \$500,000 per year <li data-bbox="453 773 932 943">– Impact to RTD users, including people with disabilities: none <u>negligible</u> to full interruption in direct Mall access via the Free MallRide <li data-bbox="453 951 932 1268">– Impact to RTD fleet: none to requirement for new bus acquisitions for detours <u>The existing Mall shuttle buses may be temporarily taken out of service as the driver being on the right-hand side creates challenges for operating off the Mall and making turns from and to the Mall</u> <li data-bbox="453 1276 932 1341">– <u>Free MallRide service may be run using other buses</u> <li data-bbox="453 1349 932 1414">– Cost to provide transit service during construction: \$1.8 million to 	

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Resource	Impacts*	Mitigation*
	\$5.0 million per year, or temporarily reconfiguring bus operations through Downtown	
Traffic Operations	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No adverse impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No adverse impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Impacts to traffic on 18th and 19th streets, and possibly <u>14th</u>, 15th, and 17th streets, due to Free MallRide detours and/or supplemental bus service. • Reduced road capacity and increased traffic congestion during peak hours because of temporary lane or intersection closures within the Project limits. • Temporary impacts to traffic operations in alleys adjacent to the Mall. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Obtain and comply with CCD’s Street Occupancy Permit. • CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a TMP that will include a plan for minimizing and mitigating impacts to traffic operations during construction. • CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as impacts to traffic operations: <ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction.

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Resource	Impacts*	Mitigation*
		<ul style="list-style-type: none"> • The TMP will include adequate detours, including advanced notice and signing, and this information will be provided to the public before construction begins. • Emergency service providers will be given adequate detour information, including advanced notice before construction, to ensure access is maintained during construction. The TMP will include protocols for developing detours and communicating with emergency providers.
Pedestrian Facilities	<p>Direct Impacts</p> <ul style="list-style-type: none"> • Changes to the Mall design related to ADA compliance. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Temporary limited or detoured access on pedestrian walkways. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • <u>CCD, and RTD, and DDP will conduct outreach to organizations representing the disabled community meet with an ADA/Disability Advisory Committee</u> during subsequent design phases to receive input on delineating features and other components of the Mall design related to accessibility. CCD and RTD will establish design criteria during the preliminary design phase. CCD and RTD, in coordination with the contractor, will evaluate design elements like directional indicators and tactile warning strips during the final design phase prior to accepting the design for construction. • CCD will implement a third-party review to verify that the design and construction of the improvements complies with ADA requirements, coordinating with RTD to account for RTD’s Free MallRide fleet configuration and capabilities. • <u>ADA access Accommodations for people with disabilities</u> will be included in RTD’s Safety Certification Process. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No mitigation required. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Obtain and comply with CCD’s Street Occupancy Permit. • CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a TMP that will include a plan for minimizing and mitigating impacts to

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Resource	Impacts*	Mitigation*
		<p>pedestrian facilities, including impacts to people with disabilities, during construction.</p> <ul style="list-style-type: none"> • The TMP will include adequate detours, including advanced notice and signing, and this information will be provided to the public before construction begins. • CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as impacts to pedestrian facilities: <ul style="list-style-type: none"> – Issue construction updates and post them on the Project website. – Provide advanced notice of roadway closures, driveway closures, and utility shutoffs. – Conduct public meetings. – A public information line of communication will be established and available to field public comments and complaints during construction. – Prepare materials with information about construction. – Address property access issues. – Assign staff to serve as liaisons between the public and contractors during construction.
Bicycle Facilities	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Temporary impacts to bicycle facilities that intersect with the Mall during lane and/or intersection closures. 	<p>Direct Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Indirect Impacts</p> <ul style="list-style-type: none"> • No impacts. <p>Temporary Construction Impacts</p> <ul style="list-style-type: none"> • Obtain and comply with CCD’s Street Occupancy Permit. • CCD, in coordination with RTD, DDP, and the contractor, will prepare and implement a TMP that will include a plan for minimizing and mitigating impacts to bicycle facilities during construction.

* Clarifications and changes made since the distribution of the EA are noted with underlining (for additions) and strikethrough (for deletions).



Resource	Impacts*	Mitigation*
	<ul style="list-style-type: none">• The Free MallRide transit way is not considered an impacted bicycle facility, as its use as a bicycle facility is incidental.	<ul style="list-style-type: none">• The TMP will include adequate detours, including advanced notice and signing, and this information will be provided to the public before construction begins.• CCD will ensure the contractor implements the PIP, which will include the following outreach strategies to inform stakeholders about construction-related issues such as impacts to bicycle facilities:<ul style="list-style-type: none">– Issue construction updates and post them on the Project website.– Provide advanced notice of roadway closures, driveway closures, and utility shutoffs.– Conduct public meetings.– A public information line of communication will be established and available to field public comments and complaints during construction.– Prepare materials with information about construction.– Address property access issues.– Assign staff to serve as liaisons between the public and contractors during construction.

* Clarifications and changes made since the distribution of the EA are noted with underlining (for additions) and strikethrough (for deletions).



Appendix C
Section 106 Programmatic Agreement
(under separate cover)



Appendix D

Agency Correspondence Since Publication of EA

(under separate cover)



Appendix E
Public Involvement Activities and Materials
(under separate cover)



Appendix C
Section 106 Programmatic Agreement

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**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE COLORADO STATE HISTORIC PRESERVATION OFFICER,
AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING
IMPROVEMENTS TO THE 16TH STREET MALL
CITY AND COUNTY OF DENVER, COLORADO**

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WHEREAS, the Federal Transit Administration (FTA) plans to provide federal financial assistance to the Regional Transportation District (RTD) who is working in partnership with the City and County of Denver (CCD), and Downtown Denver Partnership (DDP) (herein referred as the Project Partners) for improvements to the 16th Street Mall (collectively, such improvements are referred to herein as the Project) and has determined that this action will constitute an Undertaking under 36 *Code of Federal Regulations* (CFR) 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (54 United States Code [U.S.C.] § 306108) and its implementing regulations in 36 CFR Part 800;

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WHEREAS, the Undertaking consists of the improvements to the 16th Street Mall (Mall), a transit way and commercial corridor in the downtown of the City and County of Denver, Colorado, to address infrastructure, mobility, safety, and public use needs; and includes the reconstruction of the entire 12.5 blocks of the historic Mall property, including the following anticipated improvements: (1) the transit way will be realigned, pedestrian walkways will be expanded, new amenity zones will be added, and existing patio spaces will be maintained; (2) subsurface drainage systems, utilities, and tree boxes and irrigation systems will be replaced; (3) the pavement surface, including granite pavers and mortar, will be replaced with similar appearing granite pavers; (4) trees will be replaced, and new trees will be added; and (5) replica light fixtures will be added and relocated as needed;

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WHEREAS, the Project Partners propose to develop and implement a flexible and sustainable design for the Mall to address deteriorating infrastructure, provide equitable and sufficient space for high-quality public gathering opportunities, improve pedestrian and vehicle safety, and continue safe and accessible two-way transit shuttle service (Free MallRide) on the Mall, while honoring the Mall's use and iconic design;

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WHEREAS, FTA initiated Section 106 consultation with the Colorado State Historic Preservation Office (SHPO) in a letter dated June 23, 2017 and will continue to consult with the SHPO under the terms of this Programmatic Agreement (PA);

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WHEREAS, FTA has defined the undertaking's Area of Potential Effects (APE) as 16th Street from Market Street to Broadway and one parcel on each side of the corridor (Attachment 1);

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WHEREAS, FTA has identified 32 historic properties within the APE, where historic property is defined as a property listed on or eligible for listing on the National Register of Historic Places (NRHP), in consultation with the SHPO and other Consulting Parties, and in accordance with 36 CFR §§800.4(b) and 800.4(c), Attachment 1 contains a map book showing the locations of the historic properties within the APE, and Attachment 2 is a summary table of the historic properties within the APE;

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WHEREAS, FTA has determined the Mall, an 80-foot-wide linear transit way and pedestrian/commercial corridor of 12.5 blocks with three distinct zones (asymmetrically aligned end blocks and symmetrically aligned center blocks) was built between 1980 and 1982. The Mall is a NRHP-eligible

1 historic property under Criterion A in the areas of Transportation and Community Planning and
2 Development, under Criterion C as an award-winning landscape design by I.M. Pei & Partners, and
3 under Criteria Consideration G, as exceptionally significant at the state and local level, because of the
4 Mall’s role in shaping downtown Denver and the Mall’s distinctive design by a team of master
5 designers, which is unique in the state;

6 **WHEREAS**, FTA, in consultation with the SHPO and other Consulting Parties, has identified the
7 following character-defining features of the Mall transit way historic property: consistent paving
8 pattern design; granite paver units/modules that are square (1-foot-5-inch by 1-foot-5-inch), in three
9 shades: charcoal gray, light gray, and “Colorado red” (specified as White, Black, and Red on the 1980
10 plans); granite special units of charcoal and light gray for curbs, cuts, drains, and other applications;
11 red oak and honey locust trees planted in specially designed under-pavement concrete root boxes and
12 ringed at the surface with custom-designed grates; custom-designed and -built light standards; street
13 furniture of custom-designed and custom-built fiberglass trash and flower receptacles; and custom
14 metal street signs on traffic signals and overhead lights;

15 **WHEREAS**, FTA has determined the Undertaking may have an Adverse Effect on the Mall historic
16 property, which is NRHP-eligible, and has consulted with the SHPO pursuant to 36 CFR 800;

17 **WHEREAS**, the FTA has determined the Undertaking would result in a finding of “No Adverse
18 Effect” on thirty (30) of the historic properties and a finding of “No Historic Properties Affected” on
19 the one (1) remaining historic property in the APE, and SHPO concurred with this effect finding on
20 June 29, 2018;

21 **WHEREAS**, FTA in consultation with SHPO has determined preparation of this PA is the appropriate
22 means to ensure the resolution of adverse effects on historic properties within the APE pursuant to 36
23 CFR § 800.4(b)(2) and 36 CFR § 800.5(a)(3), subsequent to the approval of the Undertaking, because
24 the Undertaking consists of a corridor where design details are not yet known;

25
26 **WHEREAS**, FTA notified the following federally recognized American Indian tribes (Tribes) and
27 invited their participation in consultation for the Project pursuant to 36 CFR § 800.2(c)(2)(ii), upon
28 initiation of the Section 106 consultation for the Project, and, pursuant to 36 CFR § 800.14(b) and (f),
29 invited these tribes to participate in the development of this PA: the Apache Tribe of Oklahoma, the
30 Cheyenne & Arapaho Tribes of Oklahoma, Comanche Nation of Oklahoma, the Kiowa Tribe of
31 Oklahoma, the Northern Arapaho Tribe, the Northern Cheyenne Tribe, the Ute Mountain Ute Tribe
32 and the Ute Indian Tribe;

33 **WHEREAS**, although no Tribes have requested to participate in the development of this PA, FTA
34 shall re-initiate consultation with Tribes that may attach religious and/or cultural significance to
35 historic properties that may be identified under the terms of this PA, as appropriate;

36 **WHEREAS**, FTA has consulted with RTD, as the recipient of federal financial assistance from FTA.
37 RTD will be responsible for coordinating with CCD as the sub-recipient of such federal funds. CCD
38 will manage the design and construction of the Project. Therefore, FTA has invited RTD and CCD to
39 sign this PA as an Invited Signatory;

40 **WHEREAS**, FTA has consulted with the Downtown Denver Partnership (DDP), due to its
41 management of the Downtown Denver Business Improvement District (BID), that operates, maintains,
42 and finances maintenance for the pedestrian zones of the Mall through an intergovernmental
43 agreement between the BID and CCD regarding the effects of the undertaking on historic properties
44 and has invited them to sign this PA as an invited signatory to this PA;

45 **WHEREAS**, FTA has consulted with Historic Denver, Colorado Preservation, Inc. (CPI), the National
46 Trust for Historic Preservation, the Landmark Preservation Commission, and the Lower Downtown

1 Design Review Board as “Consulting Parties” regarding the Undertaking on historic properties and
2 ways to avoid, minimize and mitigate any adverse effect, in accordance with and as defined by 36
3 CFR 800.6(b)(2) and have invited these same parties to sign this PA as Concurring Parties as defined
4 by 36 CFR 800.6(c)(3);

5 **WHEREAS**, the Signatories, Invited Signatories, and Concurring Parties, are all considered
6 Consulting Parties pursuant to 36 CFR § 800.2(c) and their roles described herein are consistent with
7 those described in 36 CFR § 800.6(c)(1), (2), and (3), respectively;

8 **WHEREAS**, FTA has developed this PA with appropriate public involvement in accordance with 36
9 CFR 800.2(d) and 800.6(a)(4), and the public involvement has been coordinated with the public
10 review and comment conducted by FTA and RTD to comply with the National Environmental Policy
11 Act (NEPA), 42 U.S.C. §4321 et. seq. pursuant to 36 CFR 800.8(a); and

12 **WHEREAS**, in accordance with 36 CFR § 800.6(a)(1), FTA notified the Advisory Council on
13 Historic Preservation (ACHP) on July 5, 2018, of the finding of adverse effect for the Undertaking
14 with specified documentation, and ACHP responded on July 31, 2018, agreeing to participate in the
15 consultation pursuant to 36 CFR § 800.6(a)(1)(iii).

16 **NOW, THEREFORE**, FTA, the SHPO, ACHP, RTD, CCD and DDP agree that the Project shall
17 be implemented in accordance with the following Stipulations in order to take into account the
18 effect of the Undertaking on historic properties.

19 **STIPULATIONS**

20 FTA shall ensure that the Project Partners carry out the following measures:

21 **I. DESIGN GUIDELINES**

22 A. RTD, and CCD commit to include the following elements in the Project design of the Mall
23 between Market Street and Broadway as shown in the drawings in Attachment 3:
24

25 1. Paving Pattern

- 26 a. Retain a granite paver pavement system in similar three colors of granite
27 pavers as the current design. Install granite pavers with a textured surface
28 that increases surface friction for pedestrians and vehicles; surface texture
29 may differ among pedestrian areas, transit way, and textured edge
30 delineation.
 - 31 b. Maintain overall design concept of a carpet covering the 80-foot-wide
32 Mall property by retaining the pattern.
 - 33 c. Retain the geometric and spatial relationships within the design.
 - 34 d. Retain the 45-degree diagonal grid pattern in the design.
 - 35 e. Retain the small, medium, and large diamond patterns in the same (or
36 approximately the same) spatial relationship as the original design.
 - 37 f. Maintain spatial relationship between trees and light standards.
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- 2. Light Standards
 - a. Use replicated light standards per specifications shown in Attachment 3.
 - b. Light levels, colors, and operation may be adjusted.
- 3. Trees
 - a. Maintain alternating trees and light standards within rows. Unless infeasible due to site constraints, the trees will be centered in diamonds within the pavement pattern.
 - b. Replace trees with new trees of the species listed in Attachment 3, which match the characteristics of the historic design and improve species diversity to better avoid preventable loss due to disease and insect issues.
- 4. Transit way
 - a. Retain two-way transit service along the Mall.
 - b. Retain the existing locations of symmetrical to asymmetrical alignment shifts in the transit way cross-sections, which occur at Arapahoe Street (to Market Street) and Tremont Street (to Broadway), in keeping with the beginning, middle, and end in the original design.
 - c. Close the 22-foot medians on symmetrical blocks and 6-foot medians on asymmetrical blocks to remove median areas between the transit lanes as shown in Attachment 3 drawings.
- 5. Signage
 - a. Retain extant custom metal street name signs at intersections and overhead traffic signals.
- 6. 16th Street: Cleveland Place to Broadway (triangle block)
Rebuild the eastern half-block of the Mall between Cleveland Place and Broadway in its historic configuration. The reconstruction will include the following elements:
 - a. Maintain the transit way alignment in current location.
 - b. Maintain 6-foot median with light fixtures between transit way lanes.
 - c. Replace granite pavers in existing pattern and location as shown in Attachment 3. It is intended that the new replacement granite pavers will have a textured surface that is intended to increase surface friction for pedestrians and vehicles; surface texture may differ among pedestrian areas, transit way, and textured edge delineation.
 - d. Rebuild granite curb at the edges of transit way with like-kind materials and profile as shown in Attachment 3.
 - e. Maintain replicated light standards in existing locations as shown in Attachment 3.
 - f. Install new trees in the locations specified in the original design. Replace trees and add new trees in locations where trees were removed.
 - g. Replace trees with new trees of the species listed in Attachment 3, which match the characteristics of the historic design and improve species diversity to better avoid preventable loss due to disease and insect issues.
 - h. The repair and reconfiguration of the fountain on the north side of the plaza will be reviewed separately as part of the design review under Stipulation II.

B. To help ensure compliance with the design commitments in Stipulation I.A, the Signatories and Concurring Parties will have an opportunity to review and consult on the City’s RFP for procuring a contractor as well as the design plans at 30, 60, and 90 percent

1 completion for review of the representation of character-defining features in the
2 Undertaking included in Attachment 3. This consultation will occur together with, and
3 follow the process for, the design review process outlined in Stipulation II.B below.
4

5 **II. DESIGN REVIEW AND CONSULTATION**

- 6 A. CCD, in coordination with FTA and RTD, will provide the other Signatories and
7 Concurring Parties the opportunity to review and provide ongoing consultation on all
8 design elements affecting the character-defining features of the Mall that are not defined
9 in Stipulation I according to the process described in Stipulation II.B below.
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- 11 B. The design consultation process, with respect to the items described in Stipulation I and
12 Stipulation II, will proceed as follows: CCD will submit the 30, 60, and 90 percent design
13 development plans to Signatories and Concurring Parties for review and comment.
14 1. At each design stage, Signatories and Concurring Parties will be provided advance
15 notice of the upcoming available plans by email at least one week before the plans
16 are made available for review;
17 2. For each design review, Signatories and Concurring Parties will have 21 calendar
18 days from receipt of a printed copy of the materials to provide written comments
19 to CCD. A meeting may be requested during this period for CCD to present and
20 review the plans in person.
21 3. Signatories and Concurring Parties may request a meeting with CCD, RTD, and
22 FTA to discuss their comments, before and/or after CCD has responded pursuant
23 to Stipulation II.B.4. The meeting request(s) will be granted.
24 4. For each design review, CCD will provide an explanation of how the comments
25 were evaluated and to what extent they can be incorporated into the design to the
26 other Signatories and Concurring Parties within 21 calendar days after receiving
27 the comments.
28 5. If a Signatory identifies through the 30, 60, or 90 percent design plan reviews that
29 the design commitments significantly alter the character defining features
30 specified in I.A., the dispute resolution process described in Section X may be
31 followed.
32
- 33 C. The following are excluded from design review:
34 1. Sub-base design, including underground safety related elements, underground
35 utilities; underground infrastructure, including drainage and electrical conduit;
36 and underground tree boxes;
37 2. Vehicular and pedestrian traffic signals, visual and tactile aids for bus drivers and
38 pedestrians, and safety-related or bus stop signage; and
39 3. Tree species selection beyond the location of trees as specified in Stipulation I.
40 Consultation regarding preferred tree species and the agreed-upon intent to
41 replicate the features of the original tree design plan occurred during earlier
42 consultation. The parties recognize that the final tree species selection will be
43 made through a process led by qualified horticulturists in the interest of long-term
44 viability of tree species on the Mall, while attempting to be consistent with the
45 original tree design. The location of trees has been defined in the conceptual
46 design plans included in Attachment 3 and referenced in Stipulation I.A.3.
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1 **III. HISTORIC PROPERTIES FAÇADE LIGHTING PROGRAM**

- 2 1. Separate from the primary Mall reconstruction project, CCD will assist DDP in
3 establishing a funding program to enhance lighting of historic building façades
4 along the 16th Street Mall. Specific requirements of grant program for owners of
5 eligible historic properties will be determined.
- 6 2. CCD will contribute \$490,000 to funding the program by separate agreement,
7 which is inclusive of administration and grant costs, with the stipulation that these
8 contributed funds will be matched by property owners.
- 9 3. CCD will assist DDP in exploring options for agency or agencies to administer
10 the program and CCD will assist DDP in creating the organizational documents
11 for the program. DDP will be the fiscal agent and market the program to property
12 owners of eligible historic properties facing the Mall.
- 13 4. The lighting program is intended to meet the following requirements:
- 14 a. The program will be based on the DDP *Lighting Study for 16th Street*
15 *Denver Mall – Concept Design Report* published May 24, 2013.
- 16 b. The program may result in incorporating updates to the Landmark
17 Preservation Commission (LPC) *Design Guidelines for Denver Landmark*
18 *Structures and Districts*, published January 27, 2016. CCD and DDP will
19 coordinate with LPC, following the appropriate process for design
20 guideline changes. The updates will be presented to the SHPO.
- 21 5. Work under the program shall commence once construction of the Project is
22 complete, and after notification has been made to the Concurring Parties.
- 23 6. The program will last up to five years, after which time any remaining funds will
24 be reallocated as provided under the terms of the governing documents for the
25 program.
- 26

27 **IV. CONSTRUCTION COMMITMENTS**

28 **A. Protection of Historic Properties During Construction**

29 CCD will provide and fund a third-party contractor to monitor construction-related
30 vibration. CCD will ensure that the contractor:

- 31 1. Establishes a baseline vibration threshold that takes into account any specific
32 tolerances or sensitivities of the historic properties adjacent to the Mall;
- 33 2. Measures vibration levels during construction;
- 34 3. Alerts the construction contractor and CCD, if vibration reaches or exceeds the
35 baseline vibration threshold;
- 36 4. If the baseline vibration threshold is broken more than once for any individual
37 building, CCD will work with its contractor to develop remedial measures;
- 38 5. CCD will provide reports and other applicable documentation from Stipulations
39 IV.A.2 – IV.A.5 annually to FTA, RTD, the SHPO and the Concurring Parties.
- 40

41 **B. Access to Historic Properties During Construction**

42 CCD, in coordination with property and business owners, shall ensure reasonable
43 access to historic properties in the APE during construction. CCD, in coordination
44 with RTD, CCD’s construction contractor, and business owners will implement the
45 Project Management Plan developed in advance of Project construction consistent
46 with the environmental mitigation commitments in accordance with NEPA and the
47 construction contract documents for the Project.

- 48 1. This Plan will establish access to properties adjacent to the Mall, as much as
49 practicable.

- 1 2. CCD will take steps to ensure that its construction contractor adheres to the
2 Project Management Plan and to CCD ordinances and standards for maintaining
3 access to historic properties during construction.
4

5 **V. UPDATE MALL MAINTENANCE GUIDELINES**

- 6 A. CCD, in coordination with RTD, DDP and CPI, will update existing policies, plans,
7 manuals, and/or guidelines for maintenance of the Mall to ensure the condition of the
8 rebuilt Mall is maintained long-term. Concurring Parties will be invited to review and
9 provide suggestions to the draft updated maintenance guidelines, which will be reviewed
10 and considered by FTA, RTD and CCD, before updated maintenance guidelines are
11 finalized.
12 B. These new or updated policies, plans, manuals, and/or guidelines will include instructions
13 for maintaining the design commitments in Stipulations I and II.
14 C. CCD will complete the appropriate plans, manuals, or guidance within one year of the
15 completion of the Project construction.
16 D. CCD will provide Signatories and Concurring Parties with the opportunity to review and
17 comment on the new or updated policies, plans, manuals, and/or guidelines related to
18 maintenance of elements that conveyed the original Mall’s historic significance. CCD will
19 consider input from the Signatories and Concurring Parties when finalizing the new or
20 updated policies, plans, manuals, and/or guidelines.
21

22 **VI. DURATION**

23 This PA will be null and void if its terms are not carried out within ten (10) years from the
24 date of its execution. Prior to such time, FTA may consult with the other Signatories to
25 reconsider the terms of the PA and amend it in accordance with Stipulation XIII below.

26 **VII. POST-REVIEW DISCOVERIES**

27 See the Unanticipated Discoveries Plan (UDP) in Attachment 4 for more detailed information
28 regarding the following steps and procedures.

- 29 A. Inadvertent Discovery of Cultural Resources
30 1. If, during Project implementation, CCD uncovers any unanticipated, previously
31 unidentified historic archaeological, or paleontological materials, CCD will
32 proceed in accordance with the procedures outlined in the UDP in Attachment 4
33 and notify FTA and other Signatories. CCD will not proceed with construction
34 within 30 feet of the discovery until the requirements of 36 CFR 800.13 have been
35 satisfied.
36 2. Cultural resources include remains of prehistoric or historic structures, prehistoric
37 or historic artifacts, and plant or animal bones and fossils.
38 B. Human Remains
39 1. In the event of the discovery of any human remains, funerary objects, sacred
40 objects, or objects of cultural patrimony, as defined in 43 CFR § 10.2(d), CCD
41 will stop work within 50 feet of the discovery until a qualified archaeologist can
42 examine the resources and assess their significance. CCD will follow the
43 procedures outlined in Colorado Revised Statutes (CRS) 24-80-1301 to 1304,
44 Unmarked Human Graves.
45 2. Construction will not resume in the location of the discovery until the
46 requirements of CRS 24-80-1302 are met.
47
48

1 **VIII. PROFESSIONAL QUALIFICATIONS**

2 RTD and CCD shall ensure that all historic preservation and archaeological activities carried
3 out pursuant to this PA shall be accomplished by or under the direct supervision of a person or
4 persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's
5 *Professional Qualification Standards* (48 Federal Register [FR] §§44738-44739) in those
6 areas in which the qualifications are applicable for the specific work performed.

7 **IX. MONITORING AND REPORTING**

8 Each year following the execution of this PA until it expires or is terminated, RTD and CCD
9 shall provide the other Signatories and Concurring Parties a Summary Report detailing work
10 undertaken pursuant to its terms. Such report shall include any material Project problems
11 encountered, reports from Stipulation IV.A, and any disputes and objections received by FTA
12 during efforts to carry out the terms of this PA.

13 **X. DISPUTE RESOLUTION**

14 Should any Signatory to this PA object at any time to any actions proposed by another
15 Signatory or Concurring Party or the manner by which the terms of this PA are implemented,
16 the Signatory shall consult with FTA to resolve the objection. If FTA determines that such
17 objection cannot be resolved, FTA will:

- 18 A. Forward all documentation relevant to the dispute, including the FTA's proposed
19 resolution, to the ACHP. ACHP shall provide FTA with its advice on the resolution of the
20 objection within thirty (30) days of receiving adequate documentation. FTA will make
21 good faith efforts to accommodate advice provided by ACHP. Prior to reaching a final
22 decision on the dispute, FTA shall prepare a written response that considers any timely
23 advice or comments regarding the dispute from ACHP and/or the Signatory and provide
24 the applicable party with a copy of this written response. FTA will then proceed according
25 to its final decision.
- 26 B. If the ACHP does not provide its advice regarding the dispute within thirty (30) days, FTA
27 may make a final decision on the dispute and proceed accordingly. Prior to reaching such
28 a final decision, FTA shall prepare a written response that considers any timely comments
29 regarding the dispute from the Signatories and Concurring Parties and provide the
30 applicable party and ACHP with a copy of such written response.
- 31 C. The terms of this PA, that are not the subject of the dispute, remain unchanged.

32 **XI. OTHER**

33 **A. EMERGENCIES**

34 If an emergency situation, that represents an immediate threat to public health, safety, life or
35 property creating the potential to effect a historic property should occur during the duration of
36 this PA, the regulations set forth in 36 CFR 800.12 shall be followed. CCD and RTD, shall
37 notify FTA and the SHPO of the condition that has created the situation and the measures to
38 be taken to respond to the emergency or hazardous condition. FTA and the SHPO may submit
39 comments to the CCD and RTD within seven days of notification. If CCD and RTD
40 determine that circumstances do not permit seven days for comment, CCD and RTD shall
41 notify FTA and the SHPO and invite any comments in the determined and stated time
42 available. CCD and RTD shall consider these comments in developing a response to the
43 treatment of historic properties in relation to the emergency situation.

44
45 **B. ANTI-DEFICIENCY ACT – FEDERAL PARTIES**

46 The obligation of Federal agencies under this PA are pursuant to 31 U.S.C. 1341(a)(1);
47 therefore nothing in this PA shall be construed as binding the United States to expend in any

1 one fiscal year any sum in excess of appropriations made by Congress for this purpose, or to
2 involve the United States in any contract or obligation for the further expenditure of money in
3 excess of such appropriations.
4

5 **XII. AMENDMENTS**

6 This PA may be amended by an amendment executed by all Signatories. The amendment will
7 be effective on the date a fully executed copy is filed with the ACHP.

8 **XIII. TERMINATION**

9 If a Signatory to this PA determines that such Signatory cannot comply with the terms hereof,
10 such Signatory shall immediately consult with the other Signatories to amend this PA per
11 Stipulation XII, above. If the Signatories do not amend the PA within thirty (30) days (or
12 another time period agreed to by all Signatories), any Signatory may terminate the PA upon
13 written notification to the other Signatories.

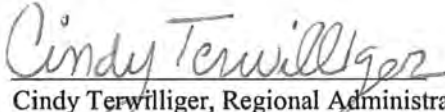
14 Once the PA is terminated, and prior to continuing work on the Undertaking, FTA must either
15 (a) execute a new PA or MOA pursuant to 36 CFR § 800.6 or (b) request, consider and
16 respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the
17 Signatories as to the course of action it will pursue.

18
19 **EXECUTION** of this PA by FTA, ACHP, SHPO, RTD, DDP, and CCD, the submission of
20 documentation and filing of this PA with the ACHP pursuant to 36 CFR § 800.6(b)(1)(iv) prior to
21 FTA's approval of the Undertaking, and implementation of the terms of this PA provide evidence that
22 FTA has taken into account the effects of this Undertaking on historic properties and afforded the
23 ACHP an opportunity to comment.

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE COLORADO STATE HISTORIC PRESERVATION OFFICER,
AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING
IMPROVEMENTS TO THE 16TH STREET MALL
CITY AND COUNTY OF DENVER, COLORADO**

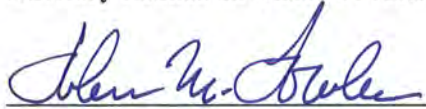
SIGNATORIES:

Federal Transit Administration


Cindy Terwilliger, Regional Administrator

Date 7/22/19

Advisory Council on Historic Preservation


John M. Fowler, Executive Director

Date 9/18/19

Colorado State Historic Preservation Officer


for Steve Turner, AIA, State Historic Preservation Officer

Date 7/22/19

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE COLORADO STATE HISTORIC PRESERVATION OFFICER,
AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING
IMPROVEMENTS TO THE 16TH STREET MALL
CITY AND COUNTY OF DENVER, COLORADO**

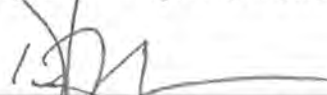
INVITED SIGNATORIES:

City and County of Denver

See attached signature page
Eulois Cleckley, Public Works Executive Director

Date

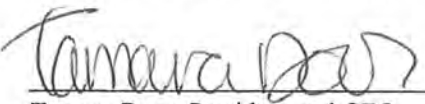
Regional Transportation District



David A. Genova, General Manager and CEO

7.24.19
Date

Downtown Denver Partnership, Inc.



Tamara Door, President and CEO

Date *8.12.19*

Contract Control Number:
Contractor Name:

PWADM-201951329-00
Federal Transit Administration

IN WITNESS WHEREOF, the parties have set their hands and affixed their seals at
Denver, Colorado as of: *August 2, 2019*

SEAL



CITY AND COUNTY OF DENVER:

ATTEST:

[Handwritten signature]

Clerk and Recorder, Ex-Officio Clerk of the City
and County of Denver

By:

[Handwritten signature]

Mayor

APPROVED AS TO FORM:

Attorney for the City and County of Denver

By:

[Handwritten signature]

Assistant City Attorney

REGISTERED AND COUNTERSIGNED:

By:

[Handwritten signature]

Manager of Finance

By:

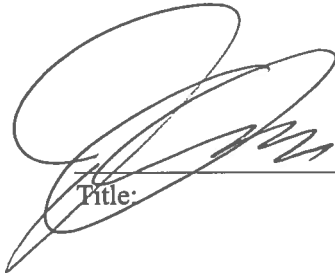
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Auditor

**PROGRAMMATIC AGREEMENT
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IMPROVEMENTS TO THE 16TH STREET MALL
CITY AND COUNTY OF DENVER, COLORADO**

CONCURRING PARTIES:

Colorado Preservation, Inc.

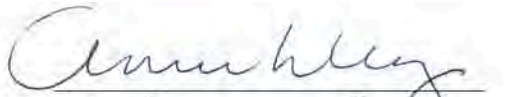

Title: Executive Director

Date 9/19/19

**PROGRAMMATIC AGREEMENT
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IMPROVEMENTS TO THE 16TH STREET MALL
CITY AND COUNTY OF DENVER, COLORADO**

CONCURRING PARTIES:

Historic Denver

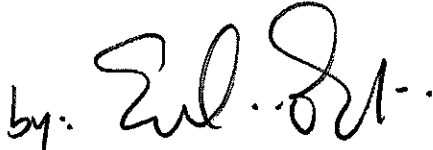

Title *Executive Director*

Date *9-19-19*

PROGRAMMATIC AGREEMENT
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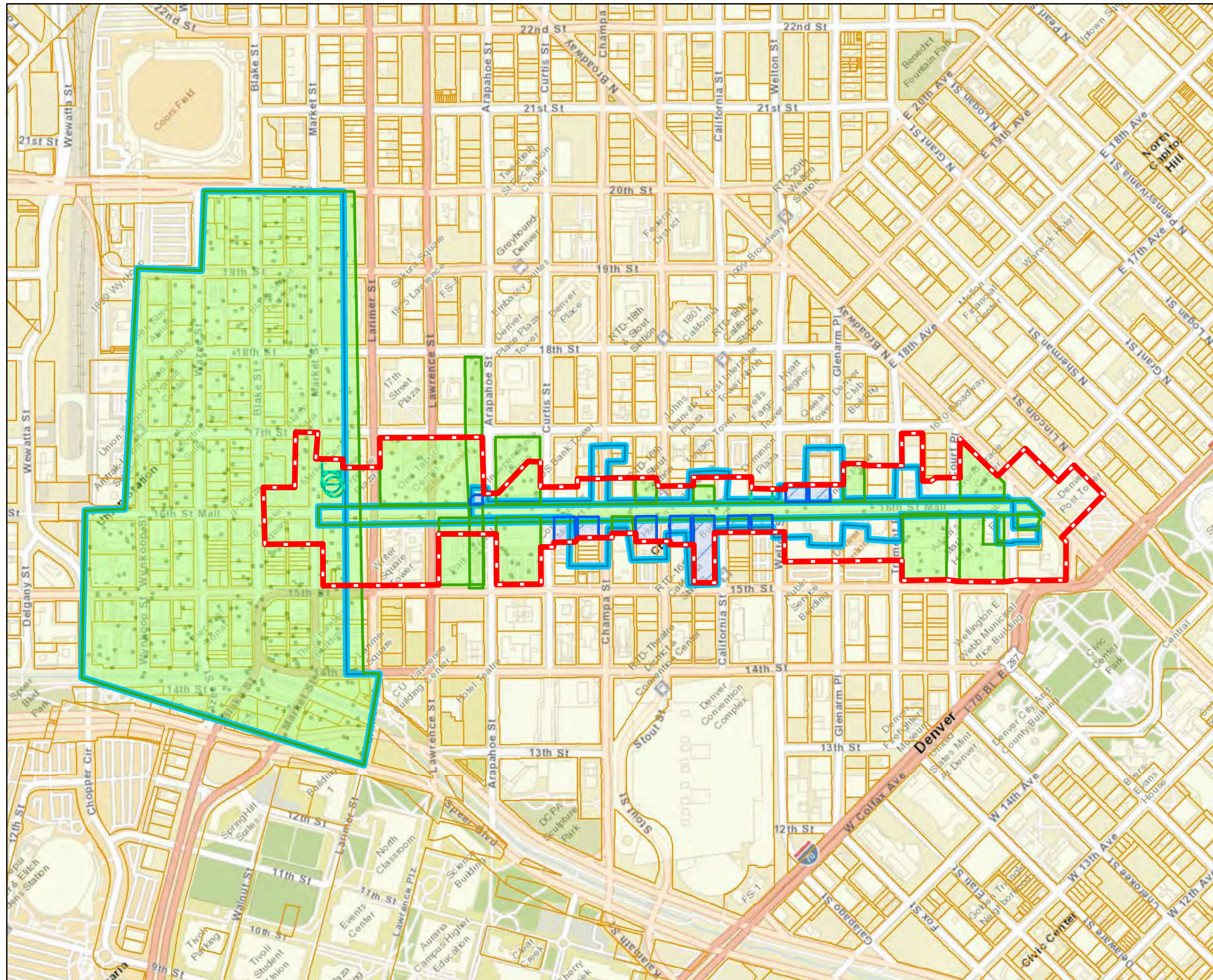
CONCURRING PARTIES:

Landmark Preservation Commission

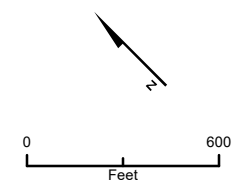
by: 
Title Interim Exec. Dir., CPD

9/19/2019
Date

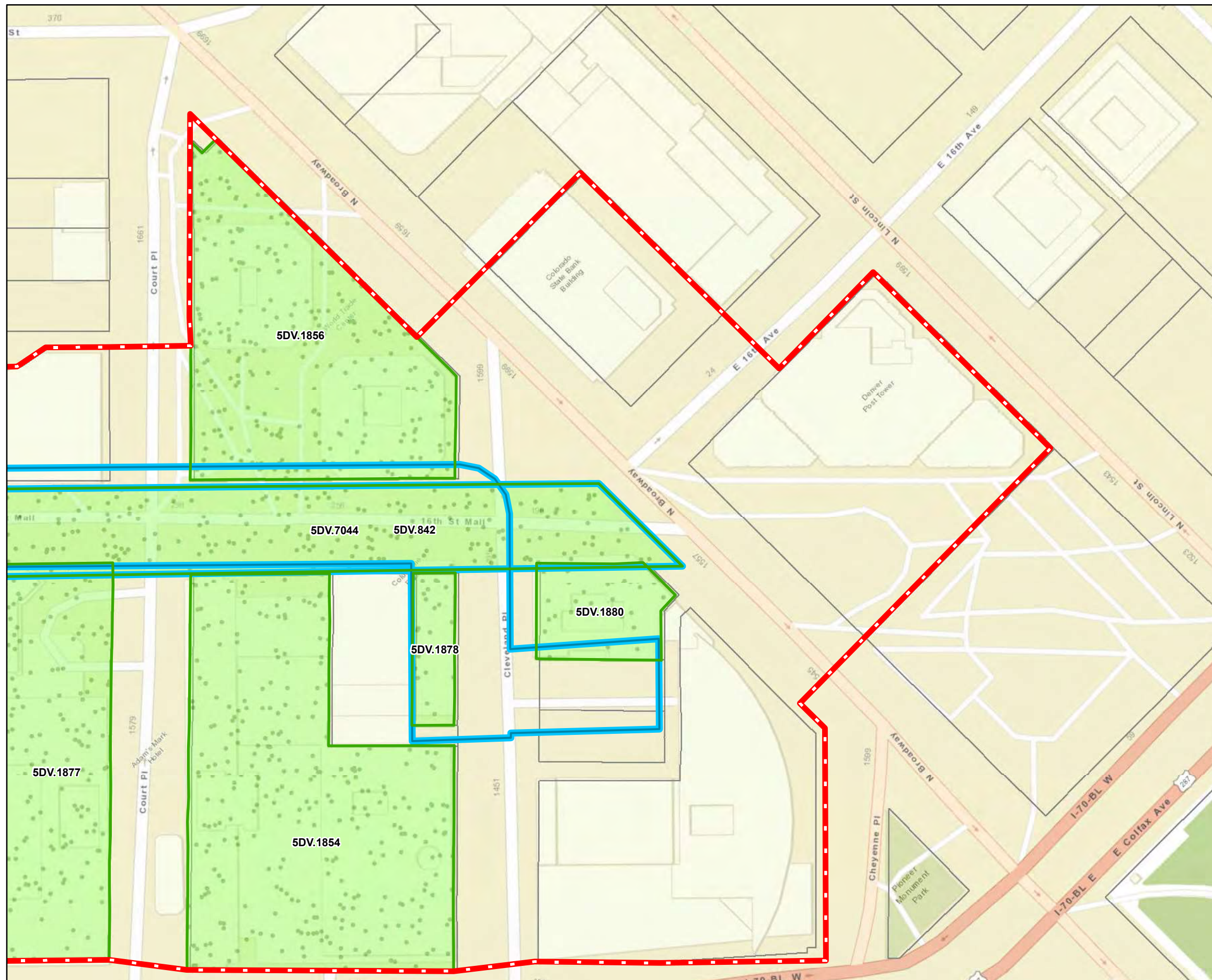
ATTACHMENT 1
Area of Potential Effects and Locations of Historic Properties



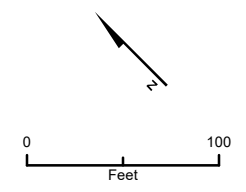
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



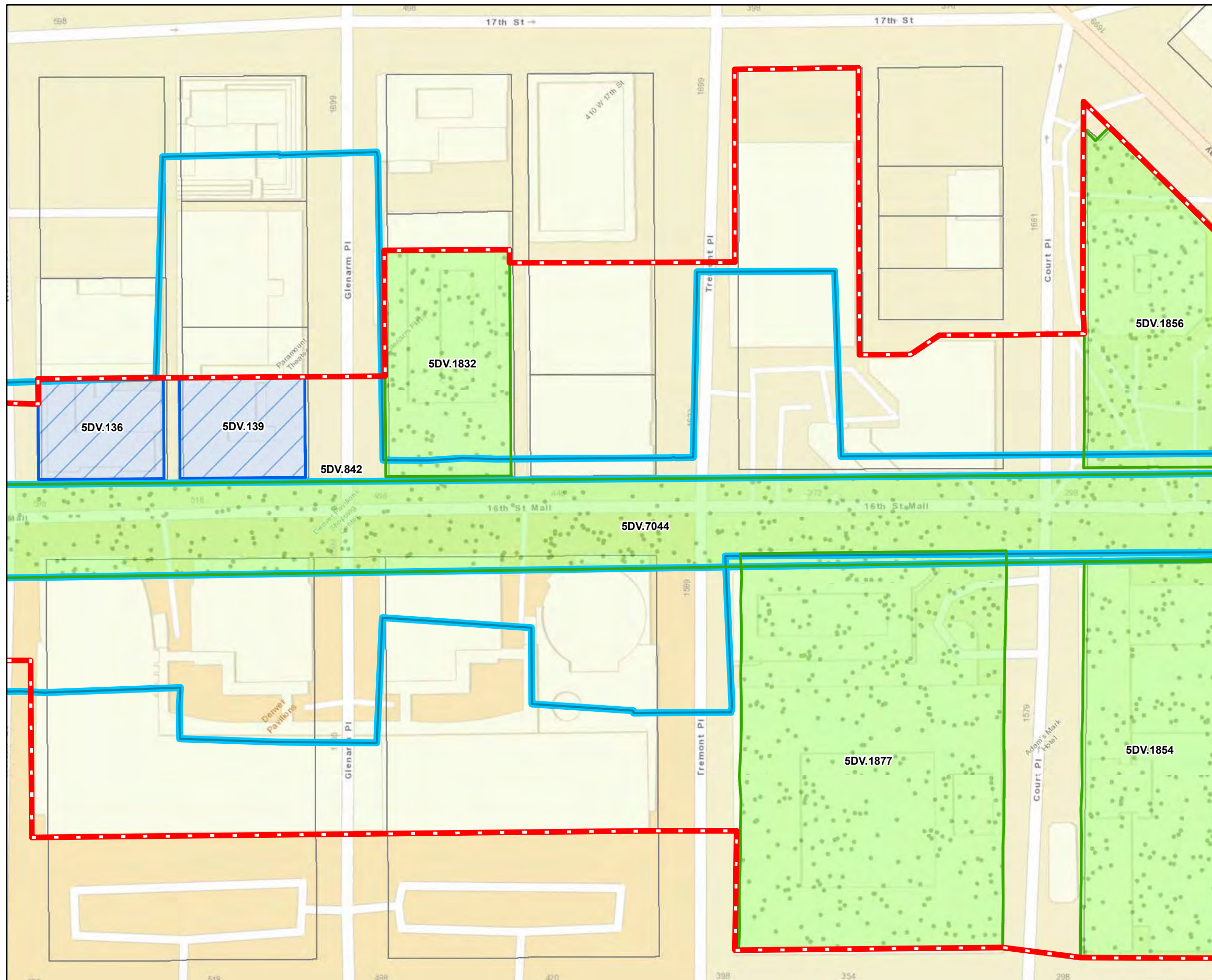
Overview
Identified Historic Properties
 16th Street Mall
 March 2018



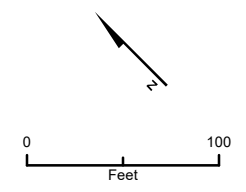
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



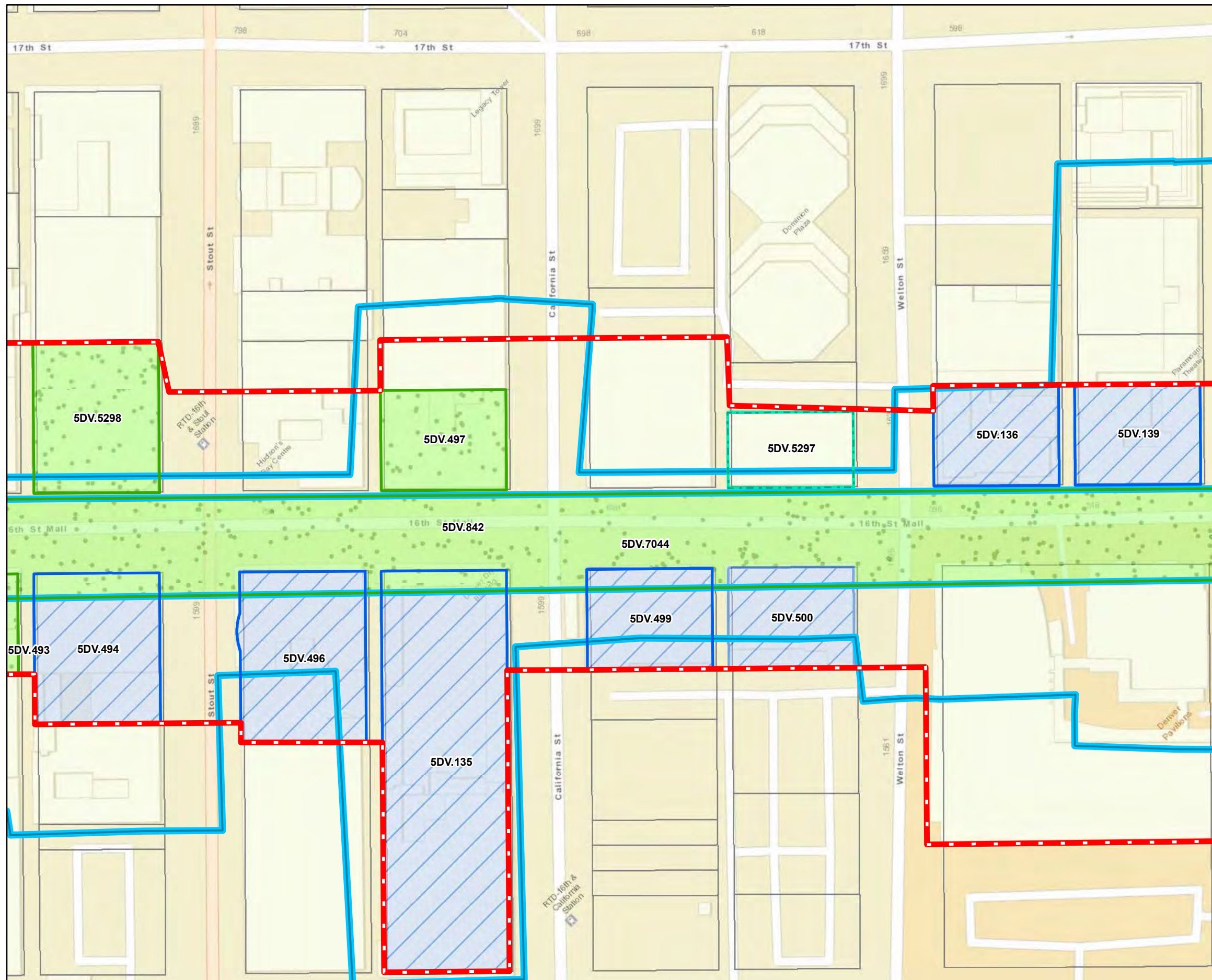
Map Book 1
Identified Historic Properties
 16th Street Mall
 March 2019



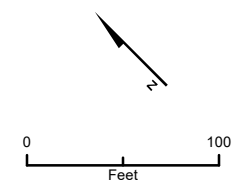
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



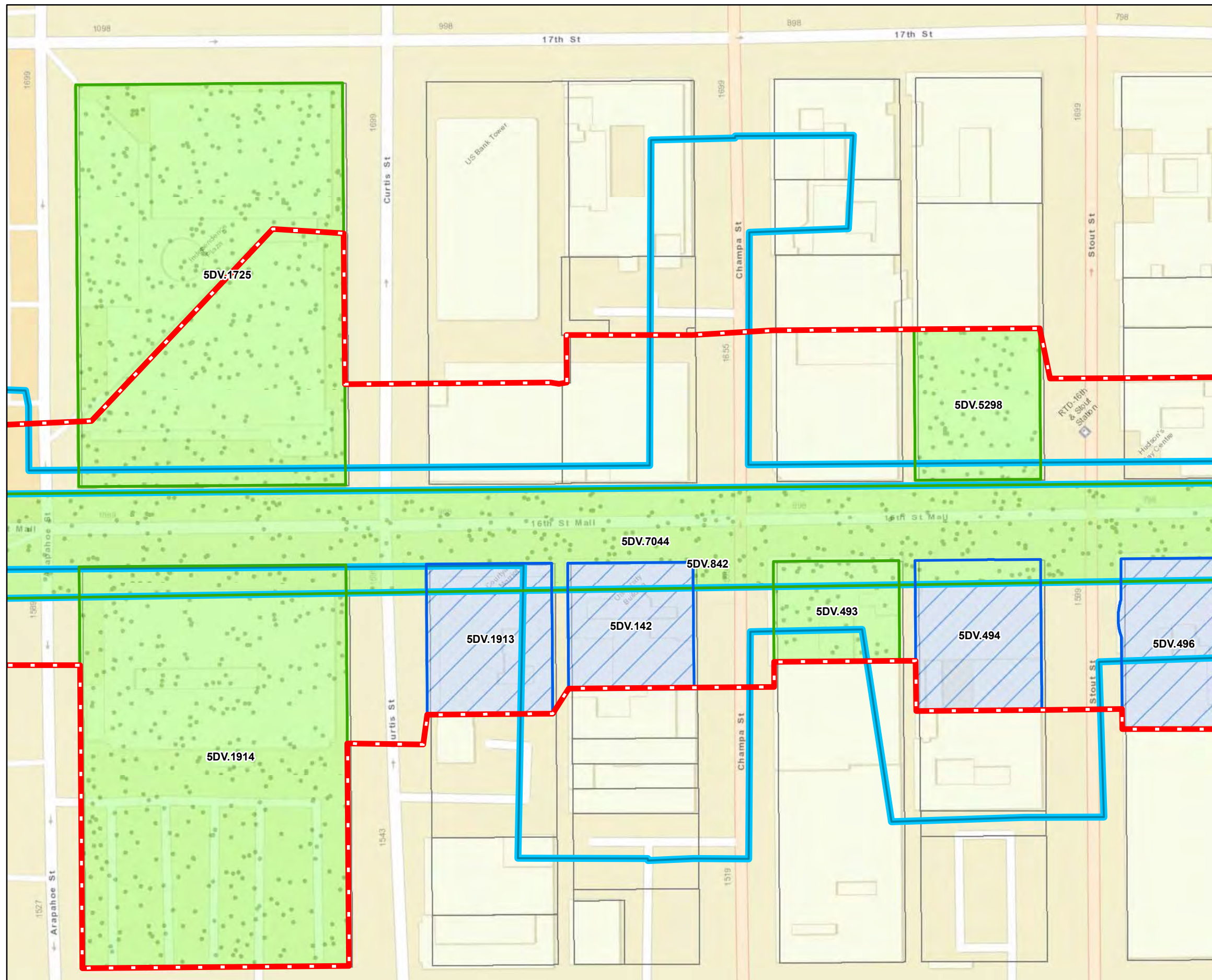
Map Book 2
Identified Historic Properties
 16th Street Mall
 March 2019



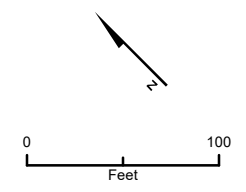
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



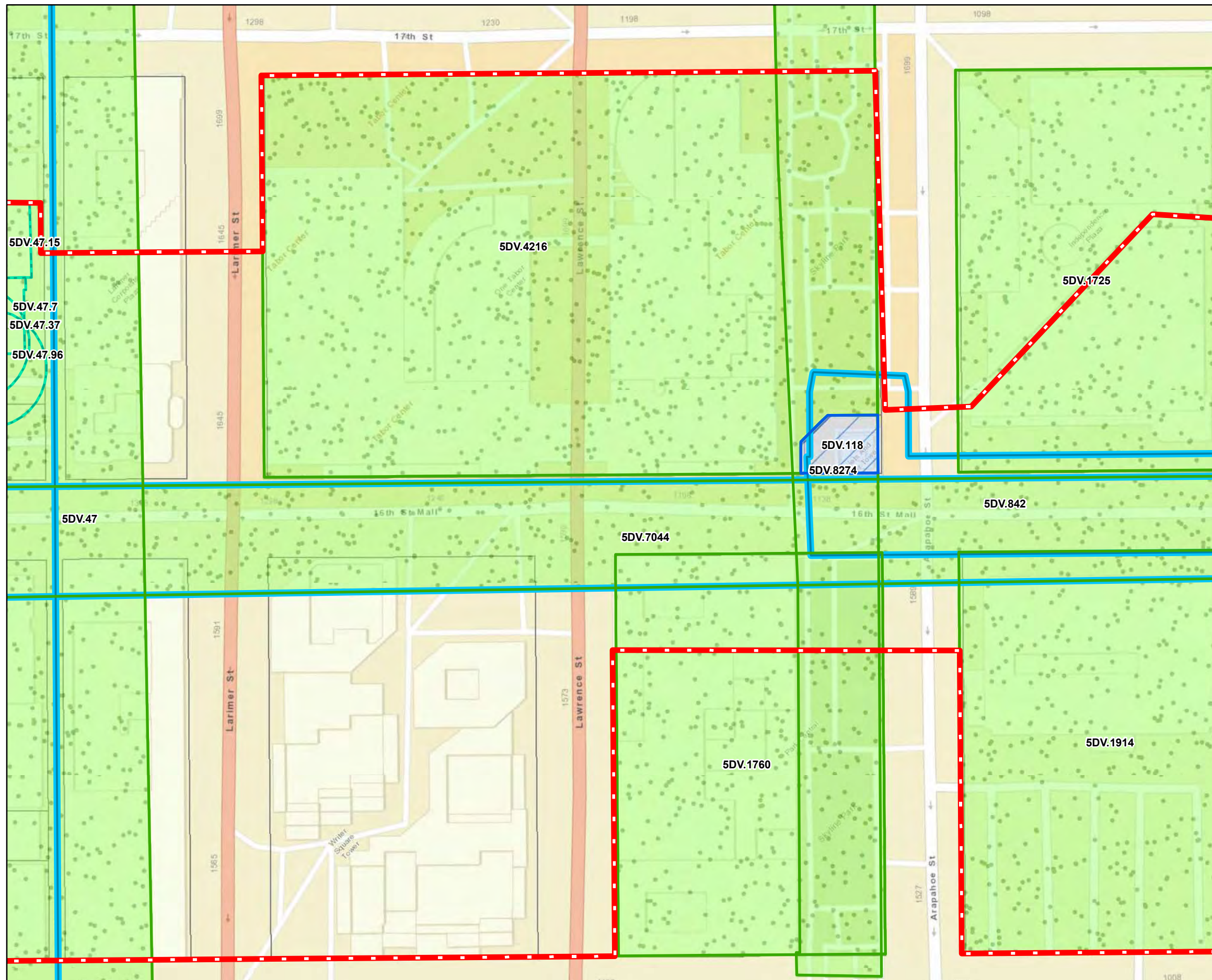
Map Book 3
Identified Historic Properties
 16th Street Mall
 March 2019



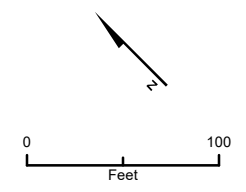
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



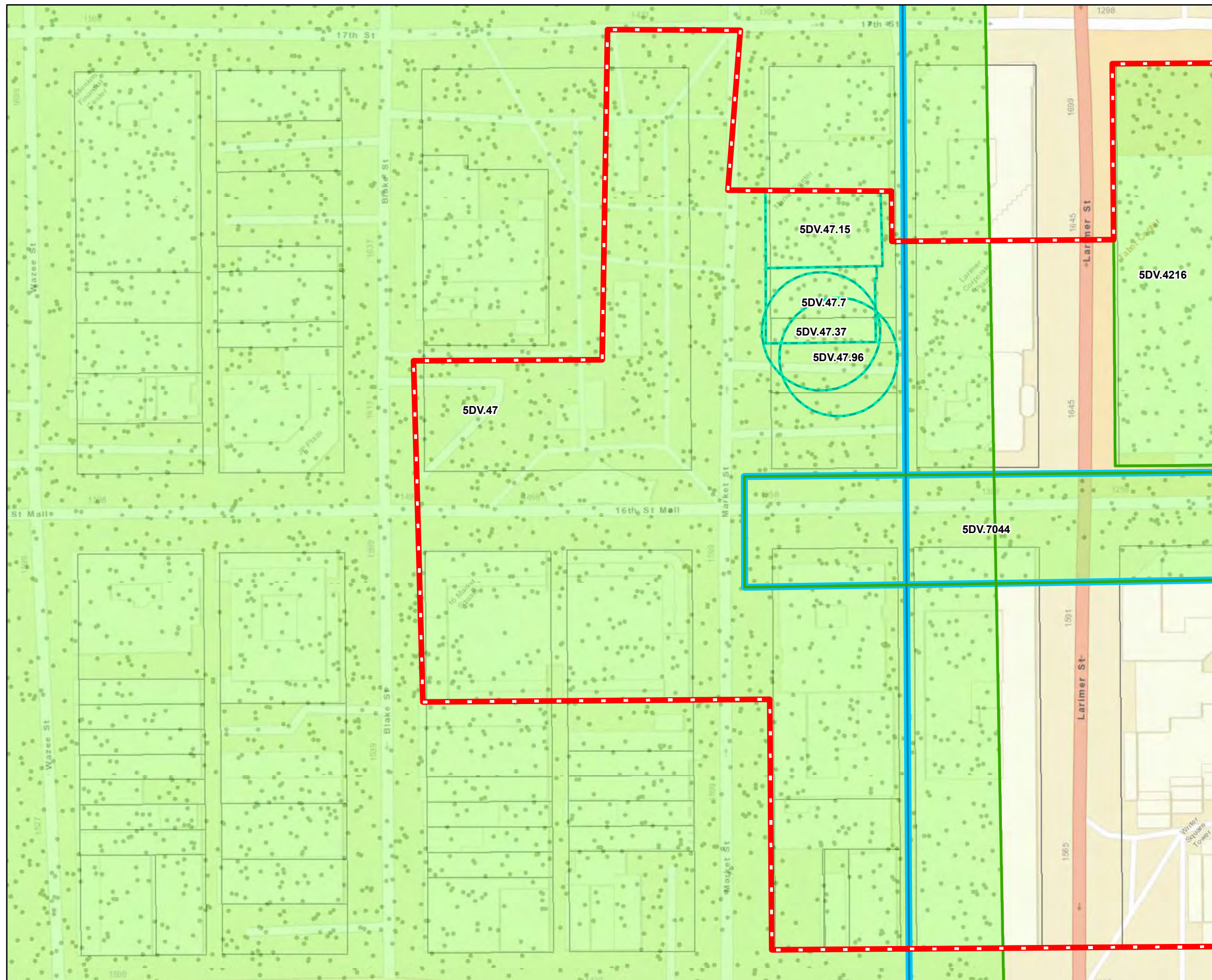
Map Book 4
Identified Historic Properties
 16th Street Mall
 March 2019



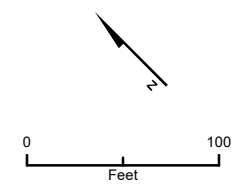
- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



Map Book 5
Identified Historic Properties
 16th Street Mall
 March 2019



- LEGEND**
- Area of Potential Effects
 - Parcel Boundary
 - Historic Properties**
 - NRHP Status**
 - Listed on NRHP
 - Eligible for NRHP
 - Historic Districts**
 - Eligible for NRHP
 - Contributes to Historic District



Map Book 6
Identified Historic Properties
 16th Street Mall
 March 2019

ATTACHMENT 2
Summary of Historic Properties within the Area of Potential Effects

ATTACHMENT 2

TABLE OF IDENTIFIED HISTORIC PROPERTIES WITHIN THE AREA OF POTENTIAL EFFECTS

Site ID	Site Name	Address	NRHP Eligibility Status	Finding of Effect
5DV.118	Daniels & Fisher Tower	1101 16th Street; 1601 Arapahoe Street	Listed on NRHP	No Adverse Effect
5DV.135	Denver Dry Goods Company Building	702 16th Street; California Street; and 16th Street	Listed on NRHP	No Adverse Effect
5DV.136	Masonic Temple Building	1614 Welton Street, 535 16th Street	Listed on NRHP	No Adverse Effect
5DV.139	Kittredge Building	511 16th Street	Listed on NRHP	No Adverse Effect
5DV.142	A.C. Foster Building; University Building	910-918 16th Street	Listed on NRHP	No Adverse Effect
5DV.1725	Independence Plaza Prudential Plaza	1001 16th St. 1050 17th St.	NRHP-eligible	No Adverse Effect
5DV.1760	Bridgepoint Plaza; Park Central	1110 16th Street; 1515 Arapahoe Street; 1111 15th Street	NRHP-eligible	No Adverse Effect
5DV.1832	Security Life Building; 1600 Glenarm Place	1616 Glenarm Place	NRHP-eligible	No Adverse Effect
5DV.1854	Hilton Hotel; Radisson Hotel; Adams Mark Hotel	1550 Court Place	NRHP-eligible	No Adverse Effect
5DV.1856	Dome Tower; Great West Plaza; World Trade Center	1625 Broadway	NRHP-eligible	No Adverse Effect
5DV.1877	Zeckendorf Plaza; May D & F Plaza; Hyperbolic Paraboloid	350 16th Street; 1550 Court Place	NRHP-eligible	No Adverse Effect
5DV.1878	Colorado Federal Savings	200 16th Street	NRHP-eligible	No Adverse Effect
5DV.1880	Petroleum Club Building; Petroleum Building; 110 Building	110 16th Street	NRHP-eligible	No Adverse Effect

PROGRAMMATIC AGREEMENT

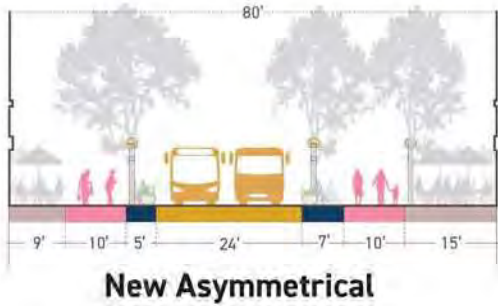
Site ID	Site Name	Address	NRHP Eligibility Status	Finding of Effect
5DV.1913	Joslin Dry Goods Company Building; Tritch Building; Savoy Grille	934-938 16th Street	Listed on NRHP	No Adverse Effect
5DV.1914	Federal Reserve	1020 16th Street	NRHP-eligible	No Adverse Effect
5DV.47	Lower Downtown Denver Historic District	Multiple	NRHP-eligible	No Adverse Effect
5DV.47.15	Waters Building - Market Center	1642 - 1644 Market Street	Contributes to Lower Downtown Historic District	No Adverse Effect
5DV.47.37	Hitchings Block	1620 Market Street	Contributes to Lower Downtown Historic District	No Adverse Effect
5DV.47.7	Liebhart-Linder Building- Market Center	1624 Market Street	Contributes to Lower Downtown Historic District	No Adverse Effect
5DV.47.96	McCrary Block - Market Center	1628 Market Street	Contributes to Lower Downtown Historic District	No Adverse Effect
5DV.493	Symes Building; F.W. Woolworth Company	820 16th Street	NRHP-eligible	No Adverse Effect
5DV.494	A.T. Lewis and Son Department Store; Holtzman and Appel Block	800-816 16th Street	Listed on NRHP	No Adverse Effect
5DV.496	Neusteter Building	720-726 16th Street	Listed on NRHP	No Adverse Effect
5DV.497	Hayden, Dickinson & Feldhauser Building; Colorado Building	1609-1615 California Street	NRHP-eligible	No Adverse Effect
5DV.499	McClintock Building	1554 California Street	Listed on NRHP	No Adverse Effect

PROGRAMMATIC AGREEMENT

Site ID	Site Name	Address	NRHP Eligibility Status	Finding of Effect
5DV.500	Steel Building; Fontius Building; Sage Building	1555 Welton; 600 16th Street	Listed on NRHP	No Adverse Effect
5DV.5297	Liebhardt Building; Cottrell Clothing Company	601 16th Street	Listed on NRHP	No Adverse Effect
5DV.5298	Walgreens	801 16th Street	NRHP-eligible	No Adverse Effect
5DV.7044	16th Street Mall	1-1300 16th Street	NRHP-eligible	No Adverse Effect
5DV.8274	Skyline Park	1500-1800 Arapahoe Street	NRHP-eligible	No Adverse Effect
5DV.842	16th Street Historic District	Multiple	NRHP-eligible	No Adverse Effect
5.DV.9217.1	Denver Tramway Trolley Lines archeological site	Broadway	NRHP-eligible	No Historic Property Affected

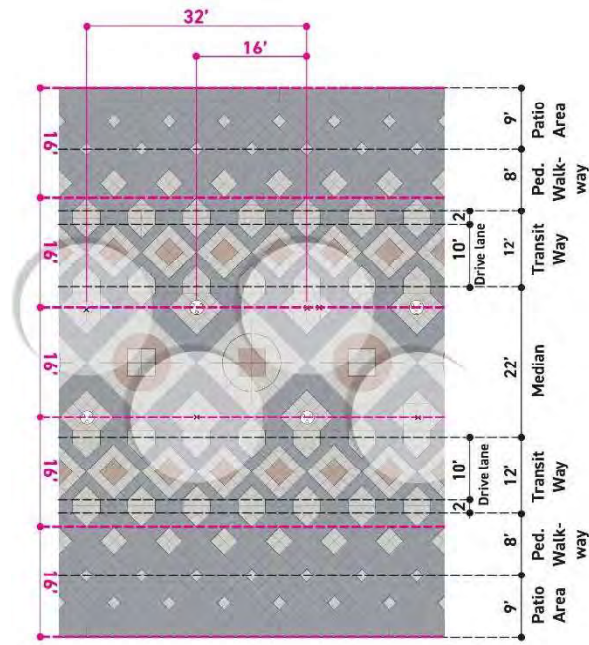
ATTACHMENT 3
Design Drawings

LPA Plan and Typical Section

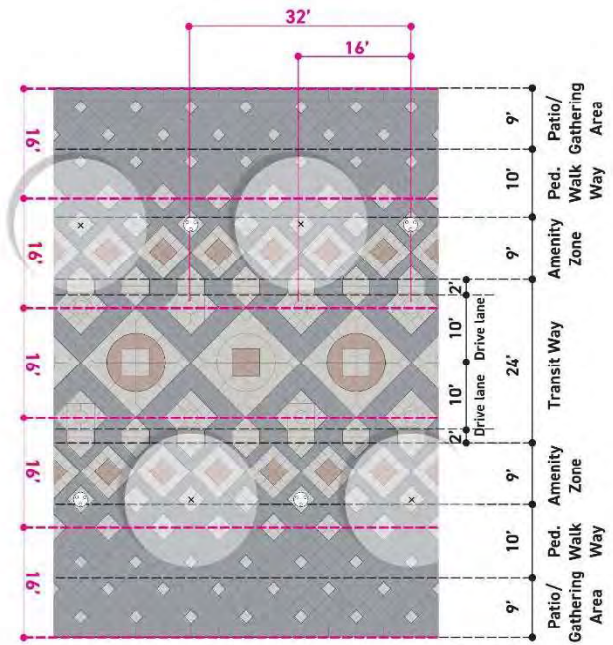


- Legend**
- Transit Way
 - Amenity Zone
 - Pedestrian Walkway
 - Patio/Gathering Area

Existing and LPA Symmetrical Block Pattern



Existing Median



Proposed Center Running

Legend

- 

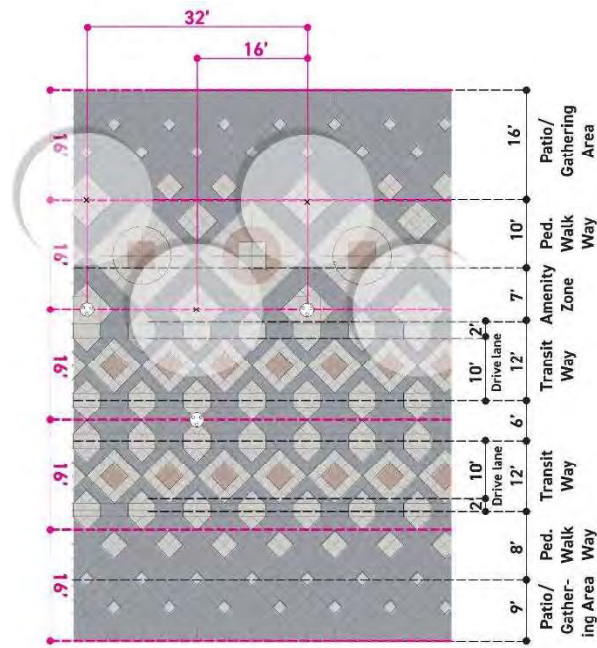
Historic Replica Light Standard
- 

Granite Paver Unit - Diamond (colors vary)
- 

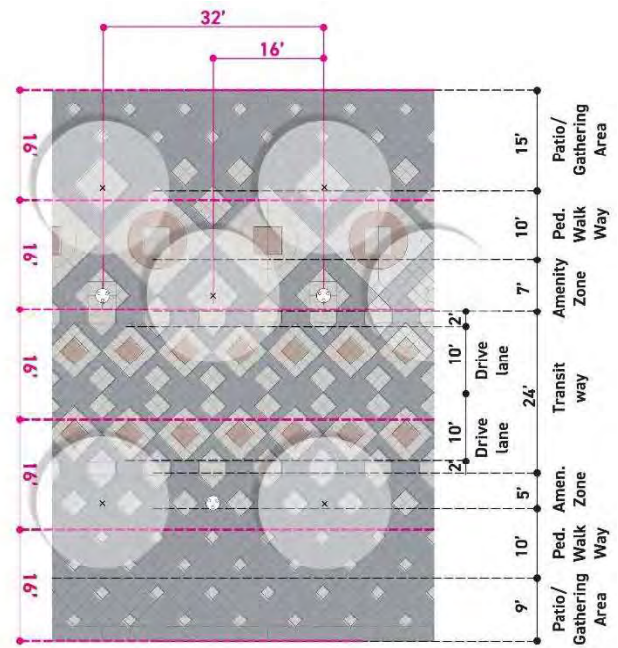
Granite Special Unit - Abutting Curbs/Drains (colors vary)
- 

Granite Special Unit - Transit Way Delineation (colors vary)

Existing and LPA Asymmetrical Block Pattern



Existing Asymmetrical



LPA New Asymmetrical

Legend

- 

Historic
Replica Light
Standard
- 

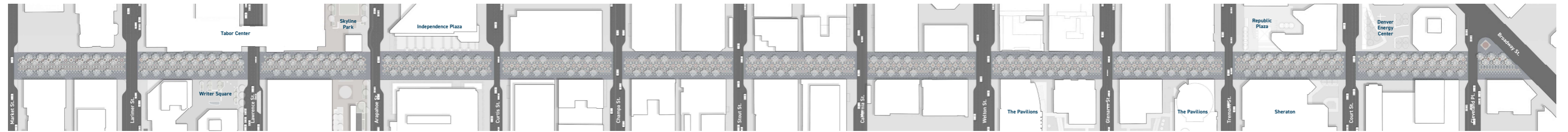
Granite
Paver Unit
- Diamond
(colors vary)
- 

Granite Special
Unit - Abutting
Curbs/Drains
(colors vary)
- 

Granite Special
Unit - Transit
Way Delineation
(colors vary)



Locally Preferred Alternative



Tree Candidates

The tree species listed below are preliminary candidates for future use on the 16th Street Mall, based on design and health/resiliency criteria. The criteria and highlighted trees are subject to change based on design changes, Department of Forestry recommendations, and availability.

Honeylocust and Similar

ID	Family	Botanical Name	Acceptable Cultivar	Common Name	Hardiness Zone	Moisture Level	Soil Salt Tolerance	Aerosol Salt Tolerance	Water Quality Area	Height at Maturity	Canopy Spread at Maturity	Growth Form/Shape	Flowers	Leaf Color – Spring	Leaf Color – Fall	Subject to Change ^a	Additional Notes (includes compaction/tolerances/restrictions)
49	Bignoniaceae	Catalpa speciosa	–	Western Catalpa	5	Xeric to Min	Intermediate	Intermediate	Yes	50	35	Irregular pyramidal to rounded oval	Large, white flowers in spring to summer; showy	Green	Yellow	No	Heat, drought, and alkaline soil tolerant. Decay when wounded or as tree ages may be an issue.
15	Fabaceae	Gleditsia triacanthos inermis	Harve	Northern Acclaim Honeylocust	3b	Xeric	Tolerant	Tolerant	Yes	40	30	Broad pyramidal	Insignificant	Green	Yellow	No	Thornless and fruitless cultivar. Genus overplanted in Denver region.
7	Fabaceae	Gymnocladus dioica	Espresso	Kentucky Coffeetree	4	–	Tolerant	Tolerant	Yes	–	–	Spreading vase	Greenish-white clusters in late spring	Blue-green	Yellow	Yes	Male (fruitless) cultivar. Tolerant of urban growing conditions. No known insect or disease issues. Leaves, seeds, and pulp reported to be poisonous if ingested.
16	Fabaceae	Gleditsia triacanthos inermis	Shademaster	Shademaster Honeylocust	4	Xeric	Tolerant	Tolerant	Yes	40	30	Vase to rectangular	Insignificant	Green	Yellow	Yes	Thornless and fruitless cultivar. Central leader less present than Skyline. Genus overplanted in Denver region.
52	Platanaceae	Platanus occidentalis	Bismarck	Northern Advance American Sycamore	3	Mod	Intermediate	Intermediate	Yes	75	60	Pyramidal to rounded	Insignificant	Green	Yellow	No	Cold hardy cultivar of parent species. Large root system requires large tree lawn. NDSU introduced – availability may be limited.
54	Platanaceae	Platanus x acerifolia	Morton Circle	Exclamation London Planetree	5	Mod	Intermediate	Intermediate	Yes	50	30	Pyramidal	Insignificant	Green	Yellow	No	Upper branches display showy bark. Cultivar more resistant to anthracnose than parent species. Large root system requires large tree lawn.
18	Sapindaceae	Koeleruteria paniculata	–	Goldenraintree	5	Xeric	Intermediate	Intermediate	Yes	30	30	Open, rounded vase	Yellow in summer, very showy	Green	Yellow	No	Volunteer seedlings could be an issue in mulched areas.
34	Fabaceae	Styphnolobium japonica	Halka	Millstone Japanese Pagodatree	5	Min	Intermediate	Intermediate	Yes	40	30	Broad oval to rounded	Creamy white in summer, showy	Dark green	Yellow	Yes	Tolerant of urban conditions, including heat, drought, and compacted soils. More upright branching habit than parent species. Greatest canker resistance of pagodatree species.
126	Rutaceae	Phellodendron amurense	Macho	Macho Amur Corktree	4	Min to mod	Intermediate	Intermediate	No	40	40	Upright to rounded	Green-white in spring, insignificant	Green	Yellow	No	Male, seedless cultivar of parent species. Large, shallow root system requires large tree lawn.

Shade Trees

ID	Family	Botanical Name	Acceptable Cultivar	Common Name	Hardiness Zone	Moisture Level	Soil Salt Tolerance	Aerosol Salt Tolerance	Water Quality Area	Height at Maturity	Canopy Spread at Maturity	Growth Form/Shape	Flowers	Leaf Color – Spring	Leaf Color – Fall	Subject to Change ^a	Additional Notes (includes compaction/tolerances/restrictions)
11	Fagaceae	Quercus macrocarpa	JFS-KW14	Cobblestone Oak	3	Xeric	Intermediate	Intermediate	Yes	50	40	Broad oval	Insignificant	Dark green	Yellow	No	Bark displays more cork-like features than parent species.
130	Fagaceae	Quercus muehlenbergii	–	Chinkapin Oak	3	Mod	Intermediate	Intermediate	No	45	50	Upright oval to rounded	Insignificant	Yellow-green	Yellow	Yes	Tolerant of alkaline soils. Transplant in spring for best survival. Prune to develop central leader.
31	Ulmaceae	Celtis laevigata	All Seasons, Magnifica	Sugar Hackberry	5	Xeric to Min	Tolerant	Intermediate	Yes	45	40	Rounded vase to broad oval	Green in spring, insignificant	Dark green	Yellow	No	Varieties are more hardy than parent species. Magnifica has similar growth habit to elm and improved insect resistance.
47	Ulmaceae	Celtis occidentalis	Chicagoland	Common Hackberry	3	Xeric to Min	Tolerant	Intermediate to Sensitive	Yes	45	35	Rounded vase, strong central leader	Green in spring, insignificant	Green	Yellow	Yes	Tolerant of urban growing conditions. Nipple gall may be an aesthetic issue. Intolerant of mechanical damage. Transplant in spring (B&B).
25	Ulmaceae	Ulmus americana	Princeton	Princeton American Elm	4	Mod	Intermediate	Intermediate	Yes	60	45	Upright vase	Insignificant	Dark glossy green	Yellow	Yes	Fast growing cultivar. Resistant to Dutch elm disease and elm leaf beetle. Per CSU elm trials, tree may be susceptible to scale. Prune to develop strong branching structure.
30	Ulmaceae	Ulmus (wilsoniana x pumila Accolade) x carpinifolia x glabra	Patriot	Patriot Elm	4	Mod	Tolerant	Tolerant	Yes	45	35	Upright, narrow vase	Insignificant	Dark green	Yellow	No	Fast growth rate. Highly resistant to Dutch elm disease. Per CSU elm trials, tree may be susceptible to scale. Not as drought tolerant as other hybrids. Prune to develop strong branching structure.
29	Ulmaceae	Ulmus glabra x carpinifolia	Pioneer	Pioneer Elm	4	Mod	Tolerant	Tolerant	Yes	50	45	Rounded	Insignificant	Dark green	Yellow	Yes	Resistant to Dutch elm disease. Highly susceptible to elm leaf beetle. Per CSU elm trials, tree may be susceptible to scale. Prune to develop strong branching structure.
23	Ulmaceae	Ulmus pumila x japonica x wilsoniana	Morton Glossy	Triumph Elm	4	Min to mod	Tolerant	Tolerant	Yes	50	40	Upright oval to vase	Insignificant	Dark glossy green	Yellow	No	Cold hardy. Excellent resistance to Dutch elm disease. Resistant to elm leaf beetle. Per CSU elm trials, tree may be moderately resistant to scale. Prune to develop strong branching structure.
24	Ulmaceae	Ulmus japonica x wilsoniana	Morton	Accolade Elm	4	Min to mod	Intermediate	Intermediate	Yes	60	50	Vase with arching limbs	Insignificant	Dark glossy green	Yellow	Yes	Cold hardy. Resistant to Dutch elm disease and elm leaf beetle. Per CSU elm trials, tree shows high scale resistance. Prune to develop strong branching structure.
92	Ulmaceae	Ulmus davidiana var. japonica	Discovery	Discovery Elm	3	Mod	Tolerant	Tolerant	No	40	30	Upright oval to arching vase	Insignificant	Dark green	Yellow	Yes	Slow growing, cold hardy variety. Resistant to Dutch elm disease and elm leaf beetle. Resistance to scale unknown. Large root system requires large tree lawn. Growth habit requires consistent crown-thinning. Prune to develop strong branching structure.
91	Ulmaceae	Ulmus pumila x hollandica x carpinifolia	Homestead	Homestead Elm	5	Min to mod	Tolerant	Tolerant	No	50	30	Pyramidal to oval	Insignificant	Dark green	Yellow	No	Fast growth rate. Resistant to Dutch elm disease. Susceptible to elm leaf beetle. Per CSU elm trials, tree may be moderately resistant to scale. Prune to develop strong branching structure.

Tree Candidates

Asymmetrical – Red Oak and Similar

ID	Family	Botanical Name	Acceptable Cultivar	Common Name	Hardiness Zone	Moisture Level	Soil Salt Tolerance	Aerosol Salt Tolerance	Water Quality Area	Height at Maturity	Canopy Spread at Maturity	Growth Form/ Shape	Flowers	Leaf Color – Spring	Leaf Color – Fall	Subject to Change ^a	Additional Notes (includes compaction/tolerances/restrictions)
85	Aceraceae	Acer buergeranum	Streetwise	Trident Maple	5	Min	Tolerant	Intermediate	No	30	30	Oval to rounded	Small green-yellow in spring, insignificant	Dark green	Orange-red	Yes	Slow growing. No pests or disease problems at this time. Snow and ice damage may be a concern.
86	Aceraceae	Acer campestre	–	Hedge Maple	5	Min	Tolerant	Tolerant	No	30	30	Oval to rounded, dense	Small green-yellow in spring, insignificant	Dark green	Yellow	Yes	Tolerates dry soil. Intolerant of soil compaction. Prune to develop strong branching structure and overhead clearance.
3	Aceraceae	Acer miyabei	Morton	State Street Maple	4	Mod	Intermediate	Intermediate	Yes	45	35	Upright pyramidal to rounded	Small green-yellow in spring, insignificant	Green	Yellow-orange	Yes	Cold hardy and drought tolerant, chlorosis resistant; pest free.
101	Hippocastanaceae	Aesculus x Bergeson	–	Prairie Torch Buckeye	3	Mod	Intermediate	Intermediate	No	27	27	Slightly weeping, globose	Yellow-green in spring, showy	Dark green	Orange-red	No	Excellent cold hardiness. Resistant to leaf scorch. Intolerant of drought.
100	Hippocastanaceae	Aesculus x 'Homestead'	–	Homestead Buckeye	4	Mod	Intermediate	Unknown	No	35	22	Broad oval to rounded, low branching	Yellow-red flowers in spring, showy	Dark green	Bright red-orange	No	Intolerant of excess heat and drought. Powdery mildew, leaf scorch, and leaf drop may be issues. Prune to develop overhead clearance.
62	Rosaceae	Pyrus calleryana	Glen's Form	Chanticleer Pear	4	Min to Mod	Intermediate	Intermediate	Yes	30	15	Upright pyramidal	White in spring, showy	Glossy green	Red	Yes	Greater fireblight resistance than other cultivars. Overplanting is a concern. Prune to develop strong branching structure
118	Fagaceae	Quercus alba	–	White Oak	3	Mod	Tolerant	Tolerant	No	60	60	Oval to rounded	Insignificant	Green	Copper-orange	Yes	Relatively slow growing. May be intolerant of alkaline soils. Chlorosis may be an issue.
115	Fagaceae	Quercus buckleyi	–	Texas Red Oak	5b	Min	Tolerant	Unknown	No	35	35	Broad rounded	Insignificant	Glossy green	Orange-red	No	Native of Texas is closely related to shumard oak. Tolerant of alkaline soils and drought. Check seed source for hardiness and soil tolerance.
112	Fagaceae	Quercus robur x alba	Tabor PP21382	Forest Knight Oak	4	Xeric to Min	Intermediate	Tolerant	No	45	35	Broad oval	Insignificant	Glossy dark green	Orange-red	No	Columnar hybrid of English and white oak. Tolerant of urban conditions. Kermes scale may be an issue.
121	Fagaceae	Quercus shumardii	–	Shumard Oak	5	Mod	Intermediate	Intermediate	No	60	40	Pyramidal to oval	Insignificant	Green	Orange-red	No	Due to large growth range, source as locally as possible for pH, drought, and hardiness tolerance. Large root system requires large tree lawn. Prune to develop central leader.
96	Fagaceae	Quercus x bimundorum	Midwest	Prairie Stature Oak	3	Min to Mod	Intermediate	Intermediate	No	45	35	Broad pyramidal	Insignificant	Insignificant	Dark green	Yes	Cold hardy hybrid of English and white oak. Tolerant of alkaline soils.
120	Ulmaceae	Ulmus davidiana var. japonica	Burgundy Glow	Northern Empress Japanese Elm	3	Mod	Tolerant	Tolerant	No	28	24	Rounded, open	Insignificant	Green	Red	No	Medium growth rate. Resistant to Dutch elm disease and elm leaf beetle. Resistance to scale unknown. Prune to develop strong branching structure.
4	Ulmaceae	Ulmus parvifolia	Dynasty	Dynasty Elm	5	Mod	Intermediate	Intermediate	Yes	35	35	Vase	Insignificant	Green	Yellow-orange	No	Fast growth rate. Resistance to Dutch elm disease, scale, and elm leaf beetle unknown. Prune to develop strong branching structure. Availability may be limited. Unproven in Denver region.
63	Ulmaceae	Ulmus parvifolia	Emer II PP7552	Allee Lacebark Elm	5	Mod	Intermediate	Intermediate	Yes	45	30	Upright vase with arching limbs	Insignificant	Green	Orange-red	Yes	High resistance to Dutch elm disease and elm leaf beetle. Resistance to scale unknown. Thin, showy bark. Prune to develop strong branching structure.
64	Ulmaceae	Ulmus parvifolia	Corticosa	Cork Bark Elm	6	Mod	Intermediate	Intermediate	Yes	40	40	Vase	Insignificant	Dark green	Orange	No	Resistance to Dutch elm disease, scale, and elm leaf beetle unknown. Prune to develop strong branching structure. Cold hardiness may be an issue. Availability may be limited. Unproven in Denver region.
5	Ulmaceae	Zelkova serrata	Halka	Halka Zelkova	5b	Xeric to Mod	Intermediate	Intermediate	Yes	50	35	Upright vase, open & loose form	Insignificant	Green	Yellow-orange	No	Growth rate is fastest of zelkova cultivars. Tolerant of urban conditions. Susceptible to canker from mechanical injury. Plant in spring. Prune in fall to develop strong branching structure.
65	Ulmaceae	Zelkova serrata	Green Vase	Green Vase Zelkova	5b	Xeric to Mod	Intermediate	Intermediate	Yes	45	30	Vase, upright arching branches	Insignificant	Green	Orange	No	Faster growth rate, but less cold hardy than Village Green. Tolerant of urban conditions. Susceptible to canker from mechanical injury. Plant in spring. Prune in fall to develop strong branching structure.
2	Ulmaceae	Zelkova sinica	–	Chinese Zelkova	5b	Xeric to Mod	Intermediate	Intermediate	Yes	35	35	Vase	Insignificant	Dark green	Yellow-orange	No	Resistant to elm leaf beetle. Exfoliating cinnamon-colored bark. Prune in fall to develop strong branching structure. Availability may be limited. Unproven in Denver region.

^a Trees are subject to change based on design changes, Department of Forestry recommendations, and availability.

Note: The tree species listed are preliminary candidates for future use on the 16th Street Mall, based on design and health/resiliency criteria. Criteria are subject to change based on design changes, Department of Forestry recommendations, and availability.

ATTACHMENT 4
Unanticipated Discovery Plan

Unanticipated Discovery Plan
for 16th Street Mall
Denver, Denver County, Colorado

July 2019

Contents

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Acronyms and Abbreviations

ARPA	Archeological Resources Protection Act
CCD	City and County of Denver
CFR	Code of Federal Regulations
CO	Colorado
Council	Advisory Council on Historic Preservation
CRS	Colorado Revised Statutes
DDP	Downtown Denver Partnership
FTA	Federal Transit Administration
LA	Louisiana
MOA	Memorandum of Agreement
NAGPRA	Native American Graves Protection and Repatriation Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
Project	Improvements to the 16th Street Mall, Denver, Colorado
QPA	Qualified Professional Archeologist
RTD	Regional Transportation District
SHPO	State Historic Preservation Officer
UDP	Unanticipated Discovery Plan
U.S.C.	United States Code

Unanticipated Discovery Plan

The Federal Transit Administration (FTA), as the lead federal agency, has determined that the Improvements to the 16th Street Mall (Project) constitute an Undertaking under 36 Code of Federal Regulations (CFR) 800.16(y), which requires compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 United States Code [U.S.C.] § 306108) and its implementing regulations in 36 CFR Part 800.

FTA, in coordination with the Regional Transportation District (RTD) and the City and County of Denver (CCD), proposes to implement improvements to the 16th Street Mall (Mall), which is the federal Undertaking.

The FTA is the lead federal agency responsible for the Undertaking and for ensuring that the requirements of Section 106 of the NHPA are fulfilled in accordance with 36 CFR Part 800. Following Section 106 consultation with the Colorado State Historic Preservation Officer (SHPO), identified federally recognized tribes, and local consulting parties it was determined that the Mall is eligible for the National Register of Historic Places (NRHP). The FTA has determined that the Undertaking will result in an adverse effect on the 16th Street Mall historic property.

There is a Programmatic Agreement (PA) among the FTA, Advisory County on Historic Preservation (Council), and Colorado SHPO to record the resolution measures to resolve the adverse effect to the Mall; the CCD and RTD are Invited Signatories to the MOA. Stipulation VII of the PA requires that in the event of an unanticipated discovery of cultural resources or historic properties during Project implementation, the CCD will proceed in accordance with the procedures outlined in an Unanticipated Discovery Plan (UDP) and notify the FTA and other signatories. Therefore, this UDP has been developed for use during improvements to the 16th Street Mall and in accordance with the PA.

This UDP will be implemented if new or additional historic properties or cultural resources are encountered during construction, related excavation, or other ongoing activities on the proposed Undertaking. For the purposes of this UDP, cultural resources may include archaeological resources (any site that contains material remains of past human life or activities), historic structures, (any building or structure greater than 50 years of age), linear features (such as a rail line), or other items that possess cultural importance to individuals or a group.

This UDP has been developed through reference to the regulations embodied in the Protection of Historic Properties issued by the Council (revised August 2004, <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>). CH2M HILL Engineers, Inc. (CH2M), now part of Jacobs Engineering Group, Inc. (Jacobs), reviewed Colorado legislation (Colorado Revised Statutes CRS 24-80-401-411 and CRS 24-80-1301-1305, as well as 8 Colorado Code of Regulations 1504-7) that was used in the development of this UDP.

1.1 Procedure when Cultural Materials are Observed

Termed “unanticipated discovery” or “post-review discovery,” the identification of new or additional cultural resources during implementation of an undertaking typically occurs in the

case of projects that involve excavation or ground-disturbing activities. The following measures will be implemented if an unanticipated cultural resource discovery is made by CCD, RTD, Downtown Denver Partnership (DDP), FTA, Jacobs, any other contractor, or any subcontractor during construction of the proposed Undertaking:

1. Construction activities or related excavation within 30 feet of an unanticipated discovery will be halted and the discovery protected from further disturbance.
2. Within 24 hours of an unanticipated discovery, CCD will notify by telephone the FTA and Colorado SHPO and, in the case of human remains, the Denver County coroner and sheriff.
3. CCD will consult with the FTA and SHPO on the most appropriate course of action for treatment of the unanticipated discovery. This may involve further archaeological study to record, document, or evaluate potential NRHP-eligibility of the inadvertently discovered cultural resources.
4. Specific FTA and SHPO instructions concerning an unanticipated discovery resulting from the notification as previously described will be followed by an Qualified Professional Archaeologist (QPA) or will be under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's Professional Qualification Standards (48 CFR §§44738-44739) in those areas in which the qualifications are applicable for the specific work performed.
5. At a minimum, sufficient archaeological work will be performed on the unanticipated discovery location to stabilize deposits, protect deposits from scavengers or looters, and collect readily available samples (for example, for radiocarbon dating), which may help pinpoint the age of deposits.
6. FTA will also consult with any consulting Indian tribes that may ascribe traditional cultural and religious significance to affected historic properties.
7. If neither the SHPO, consulting parties, nor consulting tribes submit any objection to FTA's plan for addressing the discovery within 48 hours, FTA may carry out the requirements of 36 CFR 800.13, and the Council need only be notified in the event there is an adverse effect.
8. Construction activities will remain halted in the area of the unanticipated discovery until the FTA and SHPO indicate that it may proceed in the area of a specific unanticipated discovery and the requirements of 36 CFR 800.13 have been fulfilled.

1.2 Procedure for Discovery of Human Remains

In the case of an unanticipated discovery of human remains and/or cultural items (such as funerary objects, sacred objects, or objects of cultural patrimony) that are subject to the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. § 3001-3013, 18 U.S.C. § 1170) and the Archeological Resources Protection Act (ARPA) (16 U.S.C. § 470aa Remains and Funerary/Sacred Objects), the CCD and Jacobs propose to follow all relevant state and federal laws and recommendations regarding treatment of human remains as referenced in Section 1.1. The CCD recognizes the importance of providing careful and respectful treatment for human remains recovered as an unanticipated discovery or as part of an archaeological investigation. In the event of an unanticipated discovery of human remains, CCD will consult with the FTA and SHPO as to the appropriate federally recognized tribes or other groups with

which to consult. In coordination with the FTA, SHPO, and other interested parties, a decision will be made for the treatment of the remains (for example, reburial, preservation in place, scientific study, sacred ritual, or a combination thereof). Pursuant to CRS 24-80-1302, this protocol includes the following:

1. If human remains are encountered, work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance. During construction activity, the area is to be marked off with clear evident means, such as flagging or tape.
2. All human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.
3. The county coroner and medical examiner, local law enforcement, the FTA, the SHPO, and appropriate Indian tribes will be notified immediately. The coroner will conduct an onsite examination within 48 hours of notification to determine whether skeletal remains are human and the degree of their forensic value. If the coroner is unable to make these determinations, local law enforcement, the FTA, or the coroner may request the forensic anthropologist of the Colorado Bureau of Investigation to assist.
4. If the remains are determined to be human but have no forensic value, the coroner will notify the Colorado State Archaeologist of the discovery, who will in turn recommend security measures for the discovery location.
5. The Colorado State Archaeologist will facilitate the remains to be examined by a QPA who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's Professional Qualification Standards (48 CFR §§44738-44739). The QPA will determine if the remains are more than 100 years old, evaluate the integrity of their archaeological context, and complete necessary documentation within a timely manner.
6. If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. The State Archaeologist will notify the Colorado Commission of Indian Affairs (Commission). The FTA will consult with the SHPO, Commission, and federally recognized tribal groups to develop a plan of action that is consistent with the NAGPRA guidance.
7. If human remains are determined to be non-Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated in consultation with the National Park Service (NPS), the SHPO and other appropriate parties. Historic research and consultation with local authorities and historic experts will be conducted by a QPA to try to determine the possible identity and affiliation of the remains and determine if there are any lineal descendants who should be consulted concerning the treatment of the remains. Notice of the discovery will be published in local media outlets for at least 3 days to assist in identification of lineal descendants.

Federal, State, and Local Agency Information

Table 2-1 identifies the agency representatives to be contacted in case of unanticipated discoveries.

Table 2-1. Contact List

Name	Title/Agency	Phone	Address	Email
City and County of Denver				
Steve Coggins	Program Implementation Mgr	720-865-3043 303-500-9030 cell	201 W. Colfax Ave. Dept 506 Denver, CO 80202	Steven.coggins@denvergov.org
John McGrath	City Attorney	720-913-8408	201 W. Colfax Ave., Dept 506 Denver, CO 80202	John.McGrath@denvergov.org
Regional Transportation District				
Susan Wood	Environmental Project Manager	303-299-2467	1560 Broadway, Ste 700 Denver, CO 80202	Susan.wood@rtd-denver.com
Federal Transit Administration				
Cindy Terwilliger	Regional Administrator	303-362-2400	1961 Stout Street, Ste 13301 Denver, CO 80294	Cindy.terwilliger@dot.gov
Colorado State Historic Preservation Officer				
Steve Turner	State Historic Preservation Officer	303-866-3355	History Colorado 1200 Broadway, Denver, CO 80203	steve.turner@state.co.us
Holly Norton	State Archaeologist Deputy SHPO	303-866-2736	History Colorado 1200 Broadway, Denver, CO 80203	holly.norton@state.co.us
Denver County Coroner				
	Office of the Medical Examiner	303-866-2736	500 Quivas Street Denver, CO 80204	medcomments@denvergov.org
Local Law Enforcement				
	Denver Police Department	720-913-2000	1331 Cherokee Street Denver, CO 80204-4507	dppio@denvergov.org
Colorado Commission of Indian Affairs				
Ernest House	Executive Director/ Colorado Commission of Indian Affairs	303-866-5470	Office of the Lt. Governor 130 State Capitol, Denver CO 80203	ernest.house@state.co.us
Jacobs				
Amy C. Favret	Senior Archaeologist/ Principal Investigator	513-595-5642	1880 Waycross Road Cincinnati, Ohio 45240	amy.favret@jacobs.com
Sara S. Orton	Cultural Resources Specialist	504-810-0017	3330 W. Esplanade Ave, #612 New Orleans, LA 70002	sara.orton@jacobs.com
Contractor (TBD)				



Appendix D

Agency Correspondence Since Publication of EA



Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting #11

RTD/Civic Center, Express Conference Room
May 15, 2019, 1:30 – 3:30 pm

MEETING NOTES

Attendees: See attached Sign-In sheets

Welcome and Introductions

The Federal Transit Administration (FTA) and Regional Transportation District (RTD) welcomed the group and provided an agenda overview.

Recent Activities and Section 106 Progress

The Environmental Assessment public review period ended May 14. Approximately 160 comments were received, focusing on homelessness, crime, and undesirable social behavior; Mall features such as trees, pavement, and ADA compliance; and bus operations, bicycles, and scooters.

FTA briefly reviewed the recent steps regarding the draft Programmatic Agreement (PA). FTA has reviewed comments received on the draft PA and are here primarily to listen to consulting party feedback.

Discussion of the Draft Programmatic Agreement

Discussion of Stipulations I and II

The SHPO reminded the group that the PA is a legally-binding document and that actions included in the PA must be completed. Stipulation I.B. seems to undo actions in the PA. SHPO would prefer not to go back to consult again and again, so would rather the document include active measures to mitigate the adverse effect, rather than more consultation. The PA has a built-in amendment process in Stipulation XII. SHPO recommends eliminating Stipulation I.B.

FTA pointed out some of the current unknowns that may need to be discussed at a later time: locations of major utilities, where utilities will be located in relation to the trees, for example. Hoping to create a system or process to discuss items for which currently data unavailable. There could be reviews set up for 30%, 60%, and 90% design.

SHPO suggests the possibility of creating project design guidelines. Unknown issues could be addressed in the guidelines; they could commit the City and County of Denver (CCD) to a certain review schedule and a

range of available choices. All parties would need to agree on the guidelines and they could be attached to the PA. The 30/60/90 design review process has not worked well on other projects.

CCD indicated there are no existing design guidelines that could be used as a basis. There are operational guidelines and city codes, but not the kind of thing being discussed here. We also need to consider where these guidelines would fit in the procurement process and how it may limit the contractor and the schedule.

Historic Denver pointed out that the Civic Center has design guidelines that were produced by the community; if proposals are within the design guidelines, then no additional consultation is needed. The 30/60/90 review process has been cumbersome and has no recourse. The PA could broaden what is allowed (for example in design guidelines) because we don't want to keep coming back to consult further; we want the PA to mean something. Stipulation I.A. is essentially the starting point for design guidelines. And the guidelines would be a part of the contractual obligations and would be included in the bid package for the contractors to bid on. They would like to see a system developed by which we make changes to the design as data becomes available. Identify what the unanticipated things are and what the decision parameters are around them. Design guidelines may not be the best way to achieve this, although they have worked in the past.

Colorado Preservation, Inc. was leery of the timeline required to create design guidelines. We have a system underway (the PA); developing design guidelines could be a long process.

Landmark Preservation agreed the development of design guidelines could be time-consuming. They would want to be sure there was a mechanism for review of the guidelines. And they would not want to eliminate the 30/60/90 design reviews.

The ACHP reiterated that this is a project level PA so the design guidelines would be limited to project level design guidelines that would be specific to this project. The consultation is going in the right direction. They see design guidelines and review as goals, not one or the other. Also, the PA has a termination clause that could be used should a new agreement be necessary.

Historic Denver noted that they want the PA to include assurance that consulting party comments from the 30/60/90 design reviews will be addressed.

Discussion regarding Stipulation III. Historic Properties Enhancement Program

SHPO wants to make sure the funds go only to identified historic properties. The PA should include how much, how often, and who is eligible for the funds. CCD pointed out that we want to avoid bad feelings between property owners and CCD regarding the amounts allotted for each; a lighting program may not have this problem since fund would not go to property owners. It was suggested perhaps making the funds matching rather than independent funds. NTHP pointed out that in general, grant programs encourage a match, but do not require a match.

Historic Denver mentioned that the original I.M. Pei design included lighting for the buildings along the Mall. He wanted to include lighting as part of the public space (not private) so the lighting would stay consistent through tenant changes.

Landmark Preservation stated their lighting guidelines would need to be updated because the existing guidelines do not allow for up-lighting.

Discussion of whether façade lighting program should wrap around the corners to the cross streets. Landmark Preservation noted they would have to study that question through a public review process.

CCD discussed a possible funding amount for Stipulation III (whether lighting or façade enhancement). They don't have an official amount, but the upper amount is likely to be \$450,000, plus \$50,000 for administrative costs. The NTHP thought this amount seemed small when compared with the overall budget of the Project. The City mentioned the inclusion of granite pavers in the design, which adds approximately \$10 million to the overall budget.

Discussion on Vibration Monitoring (Stipulation IV.A)

Historic Denver requested the PA include reference to vibration standards for historic buildings, in setting the threshold for acceptable vibration levels during construction.

SHPO requested the stipulation remove the language stating that vibration exceeding the threshold will be mitigated in practical and feasible. CCD needs to commit to mitigating the effect and explaining how to do it.

Discussion of Stipulation V. National Register of Historic Places Evaluation

The consulting parties requested this stipulation be removed from the PA since the Mall will no longer be eligible for listing on the NRHP after construction is complete.

Other Comments and Feedback

- Consulting parties would like to review the RFP and want assurances that the bid documents include the PA (and design guidelines, if they are created).

Schedule and Next Steps

- Programmatic Agreement will be recirculated

Attachments

- Sign-In Sheets
- Meeting Agenda (meeting handout)
- Draft Programmatic Agreement (meeting handout)
- Draft Programmatic Agreement Comment Matrix (handout)



Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting #11

RTD/Civic Center, Express Conference Room
May 15, 2019, 1:30 – 3:30 pm

AGENDA

1. Welcome and Introductions
2. Recent Activities/Section 106 Summary
3. Draft Programmatic Agreement Review
4. Next Steps
 - a. Environmental Assessment
 - b. Section 4(f) Evaluation
 - c. Programmatic Agreement
4. Schedule

16th Street Mall Programmatic Agreement		A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment C = Clarify or Discuss and resolve prior to next design phase R = Resolve comment in next design phase I = Information only				
Project Name:		16th Street Mall				
Authors		Federal Transit Administration City and County of Denver Regional Transportation District Sara Orton/Jacobs		Reviewers Joseph Saldibar and Steve Turner/SHPO Colorado Preservation inc Historic Denver, Inc. Advisory Council on Historic Preservation Denver Landmark Preservation National Trust for Historic Preservation		
				Date: 1-May-19		
Item #	Page #; Line	Comments	Initial Code	Response	Final Disposition	
					Code	Date
1	General Comment	We recommend an alternative path of review in which the parties are consulted at the earliest stage of project planning (similar to 36.CFR.800), with comments gathered at that point used to inform the remainder of the design process.	SHPO			
2	General Comment	As a consulting party to the process that has led to the draft Programmatic Agreement (PA) for proposed "Improvements to the 16th Street Mall," Colorado Preservation, Inc. (CPI) is hereby providing comments to said agreement, as noted below. CPI feels strongly that the outcomes as proposed in the draft PA cannot be separated from the process used to arrive at them, so our comments relate to both elements of the project. These comments are prefaced with the belief that, with the exception of maintenance issues, the 16th Street Mall works successfully as currently configured and originally designed, and that the proposed changes to the iconic, I.M. Pei & Partners/Hanna/Olin Landscape Consultants design of the Mall will be irretrievably compromised, resulting in the loss of historic integrity for the site.	CPI			
3	General Comment	Because of these concerns, the 16th Street Mall was listed on Colorado's Most Endangered Places List by CPI in 2009 and has remained on "Alert" status ever since that date. While separate from the Section 106 process, EPP listing has consistently been determined in part by past and present efforts to change the character of the Mall. Whether a full rebuild of the 16th Street Mall, as proposed in the PA, results in a change to this status remains to be seen.	CPI			
4	General Comment	<u>Process:</u> From the beginning, the process used to arrive at the solutions proposed in the PA has seemingly been driven by the need by RTD to reconfigure the transit service function of the Mall while facilitating a full rebuild as desired by the City and County of Denver (CCD) and the Downtown Denver Partnership (DDP). Beginning with the development of the Problem Statement itself, and continuing with the community planning processes that opened the door to a full rebuild by asking participants to treat the historic resource as a blank slate for optimizing transit and "activation" strategies, the essential historic features of the Mall have been treated as disposable commodities to be replaced. This has inevitably led to the conclusions or outcomes in the draft PA, including the mitigation strategies required by the Section 106 process.	CPI			
5	General Comment	Because CPI invested considerable time and resources in participating as a consulting party, we are willing to participate in future consultations regarding the mitigation strategies and project implementation, despite our concerns about the process itself. Only by participating will we be able to effect implementation and the resulting mitigation strategies in order to prevent moving the Mall's status from "Alert" to "Lost" on our Endangered Places List.	CPI			

16th Street Mall Programmatic Agreement		A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment C = Clarify or Discuss and resolve prior to next design phase R = Resolve comment in next design phase I = Information only				
Project Name:		16th Street Mall				
Authors		Federal Transit Administration City and County of Denver Regional Transportation District Sara Orton/Jacobs		Reviewers	Joseph Saldibar and Steve Turner/SHPO Colorado Preservation inc Historic Denver, Inc. Advisory Council on Historic Preservation Denver Landmark Preservation National Trust for Historic Preservation	
				Date:	1-May-19	
Item #	Page #; Line	Comments	Initial Code	Response	Final Disposition	
					Code	Date
6	General Comment	<u>Outcomes:</u> The Preferred Alternative, as outlined in the Programmatic Agreement (PA), represent the proposed outcomes for the project if fully implemented. The following comments are divided, as per the draft PA, into the subject headings of the memo:	CPI			
7	General Comment	<u>Conclusion:</u> CPI has appreciated the opportunity to participate as a consulting party to the Section 106 process for the improvements to the 16th Street Mall. However, the mitigation strategies, while welcome, do little to offset the almost total loss of historic fabric that will result from project implementation.	CPI			
8	General Comment	The 16th Street Mall is a world class destination and important example of the Modern Movement in its design, materials and functions and deserves to be considered in the context of similar great urban public spaces around the world.	CPI			
9	General Comment	It is disappointing that the Preferred Alternative will result in the almost complete destruction of the historic resource, with replacement by replicated materials and an altered alignment. As such it represents one more setback in Denver for the legacy of I.M. Pei.	CPI			
10	General Comment	Second, the Mall will not only experience a direct and adverse affect but as per previous consulting party meetings, it is at high risk to lose its integrity as a historic resource and eligibility for the National Register of Historic Places as a result of this project.	HDI			
11	General Comment	Of course, high-quality maintenance of the materials and condition should remain a priority.	HDI			
12	General Comment	We appreciate your consideration of our comments and look forward to continuing our role as a consulting party. We will be providing comments on the EA and 4f documents in the coming weeks, and remain concerned about the loss of so much original design and material on the Mall.	HDI			
13	General Comment	The ACHP recommends FTA consider additional revisions before finalizing the PA. Our comments should be considered along with other relevant revisions and edits submitted by other consulting parties who are participating in the Section 106 consultation process.	ACHP			

16th Street Mall Programmatic Agreement		A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment C = Clarify or Discuss and resolve prior to next design phase R = Resolve comment in next design phase I = Information only				
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				Date:	1-May-19	
Item #	Page #; Line	Comments	Initial Code	Response	Final Disposition	
					Code	Date
14	General Comment	The ACHP has provided numerous edits in red-line strikeout in the enclosed document to ensure the PA is consistent with the Section 106 regulations and the ACHP's Guidance on Agreement Documents. Our comments and revisions are intended to clarify that FTA, as the lead federal agency, is responsible for the final findings and determinations related to the identification and evaluation of historic properties and the assessment of effects. Other edits and comments are requests for additional detail related to the consultation process for specific mitigation measures in the stipulations.	ACHP			
15	General Comment	As a reminder, FTA is required to allow the public sufficient time to review and comment on the PA before it is executed. The views of the public are essential to informed federal decision making in the Section 106 process pursuant to 36 C.F.R. § 800.2(d)(1).	ACHP			
16	General Comment	We appreciate FTA working closely with the consulting parties in drafting this PA. The ACHP looks forward to reviewing the revised PA.	ACHP			
17	General Comment	Comment [A3]: Also, please review the ACHP's Guidance on Agreement Documents for more information regarding our requirements with Section 106 agreements: https://www.achp.gov/initiatives/guidance-agreement-documents	ACHP			
18	General Comment - Stipulations	<u>Stipulations</u> : Despite the fact that the Undertaking will result in a full rebuild of the Mall, CPI agrees with the Design Commitments as outlined in the PA relating to Paving Pattern (and materials), Light Standards, Trees, Signage and items a and b for the Transit way.	CPI			
19	General Comment - Whereas Clauses	<u>Whereas clauses</u> : For the sake of simplicity, we recommend keeping the whereas clause section as minimal as possible; it is not necessary to recap the entire project within the whereas section.	SHPO			
20	Page 1; Line 34	[Suggested Language Change to Whereas Clause 5] WHEREAS, the FTA has consulted with the Colorado State Historic Preservation Officer (SHPO) and the SHPO is authorized to enter into this Programmatic Agreement (PA) to fulfill its role of advising and assisting federal agencies in carrying out their responsibilities under 36 CFR 39 § 800.2(c)(1)(i) and § 800.6(b)	ACHP			
21	Page 1; Lines 27-29	Whereas (Clauses): Line 27 on page 1: In the clause referencing the reconstruction of the entire 12.5 blocks of the historic Mall property, what guarantees are there that "the existing patio spaces will be maintained" as stated? Or will further privatization of the public right of way (ROW) continue for the Mall, particularly in those areas where widened sidewalks are called for?	CPI			
22	Page 11;	Page 11, Downtown Denver Partnership signature block – should read Downtown Denver Partnership, Inc.	DDP			

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23	Page 1-3; Whereas Clauses	We recommend eliminating Clause #2 (Page 1, Lines 21-25); Clause #10 (Page 2, Lines 3-5); Clause #15 (Page 2, Lines 20-22); Clause #19 (Page 3, Lines 1-7); Clause #20 (Page 3, Lines 8-10); Clause #22 (Page 3, Lines 15-16).	SHPO			
24	Page 2; Lines 11-15	Comment [A4]: Please revise this Whereas Claus[e] with the previous Whereas Clause that discusses concurring parties. Also, you can reference 36 CFR 800.6(c)(3) to discuss the concurring party's role and responsibility with this PA.	ACHP			
25	Page 2; Lines 20-22	Comment [A5]: Has the public already commented or will they be able to comment at a later date after you receive these comments by May 2, 2019, from the consulting parties?	ACHP			
26	Page 2; Lines 32-39	Line 32-39, page 2: The proposed rebuild of the entire length of the Mall begs the question of whether it will indeed remain eligible for National Register listing since it will no longer be the same historic resource (see comments below on the 1403-National Register evaluation).	CPI			
27	Page 2; Lines 3-4	Comment [A1]: This is the responsibility of the lead federal agency to consult with these consulting parties and invite them to be invited signatories to this PA not the SHPO's responsibility per 36 CFR 800.6(c)(2).	ACHP			
28	Page 2; Lines 5-6	Comment [A2]: Please see previous comment and correct for all the applicable Whereas Clauses.	ACHP			
29	Page 2; Lines 7-10	Comment [A3]: Please reference the ACHP's template MOA for correct language to use in this Preamble and Stipulations: https://www.achp.gov/sites/default/files/2018-06/GAD%20template%20MOA%202015.pdf .	ACHP			
30	Page 2; Lines 7-10	Commented [A1]: The National Trust consistently objects to stipulations [Whereas Clause 12] in Section 106 agreements that limit the rights of Consulting Parties to be engaged in design review, or other ongoing involvement after the agreement is signed, contingent upon their willingness to sign the agreement as Concurring Parties. We always oppose the creation of special privileges for Concurring Parties and the treatment of other Consulting Parties as second-class citizens. The right to ongoing participation should not be held hostage to a forced action intended to create a public perception of endorsement.	NTHP			
31	Page 3; Line 12	Remove "in consultation with SHPO"	ACHP			
32	Page 3; Line 5	Comment [A6]: FTA makes this finding and the SHPO can concur or not. You can indicate that the SHPO concurred and specify a date of that concurrence (i.e. via letter on February 5, 2019).	ACHP			

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33	Page 3; Line 9	On page 3, in line number 9 there is reference to shifts in some tree locations as a part of the undertaking.	HDI			
34	Page 3; Line 9	We believe this [shifts in some tree locations] should be altered to more accurately reflect that most, if not all, tree locations will be shifted.	HDI			
35	Page 3; Line 9	[Change "some" to "all"]	NTHP			
36	Page 3; Lines 22-25	[Suggested Language Change] WHEREAS, FTA, in consultation with the SHPO and ACHP, has determined that the development of 28 this PA in accordance with 36 CFR 800.14(b)(1)(ii) is warranted because effects on the Mall's 29 character-defining features will require further consultation as the design of the Undertaking is refined 30 and more details potentially affecting	ACHP			
37	Page 3; Lines 24-25	Line 24-25, page 3: What will this "further consultation" as to the design of the Undertaking look like? What guarantee is there that the proposed elements and mitigation strategies will not be "value engineered" out of the construction process if and when budget concerns arise? This seems like a slippery slope of concessions that could render ongoing consultations meaningless.	CPI			
38	Page 3; Lines 33-34	In Stipulation I.A., the parties "commit to include the following elements in the project design of the Mall," and include a list of such elements.	SHPO			
39	Page 3; Lines 5-15	Line 5-11 and 12-15, page 3: CPI concurs with the determinations that the Undertaking will have an Adverse Effect on the Mall historic property; likewise, we agree that it will have No Adverse Effect on the remaining historic properties in the adjacent Area of Potential Effects (APE).	CPI			
40	Page 3-5 Stipulation I	Stipulation I contains contradictory elements which need to be addressed.	SHPO			
41	Page 4; Line 9	Comment [A7]: This [Stipulation I.A.2.C.] will require more specificity. Please explain why, how and when the light levels may be adjusted.	ACHP			
42	Page 4; Lines 11-12	Comment [A8]: Again, we will need more details with this stipulation A [Stipulation I.A.3.]. Who is responsible for planting and maintaining these trees? What are the procedures in case the new trees do not after being transplanted into their new live location?	ACHP			
43	Page 4; Lines 20-23	It should be noted that item c under the Transit way clearly deviates from the historic pattern of the transit lanes, which will result in the single most evident impact on the character and experience of the Mall.	CPI			

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44	Page 4; Lines 20-23	It is our opinion that while it may provide more operating efficiencies for RTD's shuttles, it [Transit Way] will radically alter the appearance of the Mall, including how pedestrians experience it and how the tree canopy works. It will create a vast opening to the sky running the full length of the Mall that is currently filled along the median blocks by pedestrians and trees.	CPI			
45	Page 4; Lines 20-23	This [Transit Way] will also potentially complicate the readability of business signage along Mall storefronts because of the movement of trees to the reconfigured sidewalks.	CPI			
46	Page 4; Lines 20-23	In effect, the character of the former median spaces will resemble a traditional street, but one reserved for buses. This [Transit Way] is a profound deviation from the original design, whose consequences do not appear to be fully understood or appreciated.	CPI			
47	Page 4; Lines 22-23	Commented [A2]: The consulting parties have objected to this unnecessary editorial comment.	NTHP			
48	Page 4; Lines 27-43	<u>16th Street: Cleveland Place to Broadway (triangle block):</u> [Stipulation I.A.6] CPI concurs with the approach to rebuilding the eastern half-block of the Mall between Cleveland Place and Broadway in its historic configuration.	CPI			
49	Page 4; Lines 27-43	This [Stipulation I.A.6. Triangle Block] is an important feature of the Mall as it intersects with the new RTD transit station and preserves an important viewpoint from which to partially understand the remaining I.M. Pei legacy that has not been destroyed in Denver: The Sheraton Downtown Denver Hotel (part of the original Zeckendorf Plaza-1960 at Courthouse Square) and the Mile Hi Center at 17th and Broadway (1956).	CPI			
50	Page 4-5; Lines 45-48, 1-2	Comment [A9]: Will any notification and consultation with the consulting parties occur in these situations?	ACHP			

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51	Page 4-5; Lines 45-48, 1-2	However, Stipulation I.B. states that various conflicts, needs, and/or concerns "may necessitate changes to the commitments outlined in Stipulation I.A." If the parties cannot truly commit to including elements of the Mall, they should not promise to do so in Stipulation I.A; conversely, if the parties are truly committed to preserving such elements, they should not grant themselves the power to not follow through on that commitment in Stipulation I.B.	SHPO			
52	Page 5: Lines 4-9	We request that you include in that language the continued participation of consulting parties.	HDI			
53	Page 5; 11-45	We think there could be a more productive and upfront process regarding design standards [Stipulation II].	HDI			
54	Page 5; Line 13, 19, 21, 24, 27, 32	[Change "Concurring" to "Consulting"]	NTHP			
55	Page 5; Line 25	[Change "15" calendar days to "30"]	NTHP			
56	Page 5; Line 28-29	[Recommended language change] ,before and/or after CCD has responded 29 pursuant to Stipulation II.B.4. The meeting request(s) will be granted.	NTHP			
57	Page 5; Line 5	Commented [A3]: The National Trust consistently objects to stipulations [Stipulation I.C.] in Section 106 agreements that limit the rights of Consulting Parties to be engaged in design review, or other ongoing involvement after the agreement is signed, contingent upon their willingness to sign the agreement as Concurring Parties. We always oppose the creation of special privileges for Concurring Parties and the treatment of other Consulting Parties as second-class citizens. The right to ongoing participation should not be held hostage to a forced action intended to create a public perception of endorsement.	NTHP			

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58	Page 5; Lines 11-45	<u>Design Review:</u> [Stipulation II] We appreciate the commitment to an ongoing design consultation process involving all the parties, including the commitment to 30, 60, and 90 percent design development plan review, providing that construction timing does not compromise or shorten the opportunity to comment accordingly.	CPI			
59	Page 5; Lines 11-45	This [Stipulation II] is particularly important if any of the design commitments are reneged upon or "value engineered" out of the construction documents (and project). Last minute changes presented as a "fait accompli" by the CCD, as has happened with other historic properties recently, would not be acceptable.	CPI			
60	Page 5; Lines 23-25, 28-30	Finally, we believe the 15 day review period suggested by the PA for design, review, and consultation is inadequate to provide productive feedback in this process, and we are concerned that the process for discussing comments submitted by participating parties will be cursory.	HDI			
61	Page 5; Lines 23-25, 28-30	While we understand the tight timeframes associated with this undertaking and the need for timely reviews, we are concerned with the review period in Stipulation II.B.2. The 15-calendar day comment period is a short turnaround time to review and provide written comments.	CLG			
62	Page 5; Lines 28-30	We believe that Stipulation II.B.3. [II.B.4.] should be modified or eliminated. The phrase "to what extent they cant be incorporated into the design" implies that CCD will be free to incorporate no changes into any of its designs if it so chooses, which negates the value of having a design review process.	SHPO			
63	Page 5; Lines 38-45	Given the stated importance to trees to the original design of the Mall, we believe that Stipulation II.C.3.; which exempts tree species selection from design review, should be eliminated.	SHPO			
64	Page 5; Lines 4-9	[Stipulation I.C.] First, we do not believe that continued participation in the mitigation process, including the suggested design review process, should be limited only to concurring parties and signatories.	HDI			

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65	Page 5; Lines 4-9, Lines 17-19	Stipulations I.C. and II.B. reference the submission of 30, 60, 90 percent design development plans to consulting parties for their review and comment. Our understanding, based on previous consulting party meetings, was that consulting parties generally found the 30-60-90 submission process to be both onerous and unhelpful.	SHPO			
66	Page 6; Line 14	[Recommended language change] The lighting program will meet the following requirements:	NTHP			
67	Page 6; Line 43	[Recommended additional language] and all Consulting Parties.	NTHP			
68	Page 6; Line 5	We decided in one of our meetings earlier this year that this program would not apply to façade improvements, but rather only to a possible lighting program. Therefore, we request that you please remove the phrase “and/or façade improvements such as restoration” from the above paragraph.	DDP			
69	Page 6; Line 5	[Add "rehabilitation or"]	NTHP			
70	Page 6; Line 7	Page 5, Roman Numeral III. refers to mitigation in the form of a façade improvement and lighting program for the historic buildings in the APE. The term “If” is used in Section 2. and should be omitted from the paragraph.	HDI			
71	Page 6; Line 7	While we understand that the details of the program [Stipulation III] are yet to be determined, mitigation as outlined in the PA must be a committed action and should not be viewed as an optional.	HDI			
72	Page 6; Line 7	Commented [A4]: These [Stipulation III.A.2] should be binding mitigation commitments, not optional.	NTHP			
73	Page 6; Line 7	Commented [A5]: This [Stipulation III.A.2.] is an awfully small amount of money for a project with such a large budget. It should be much larger.	NTHP			
74	Page 6; Lines 28-43	Commented [A8]: It is important for the vibration stipulation [Stipulation IV.A.] to be much more detailed and specific.	NTHP			
75	Page 6; Lines 10-13	Toward that end, Item 3 on page 6 should probably be clarified to limit participation to “eligible historic properties” as opposed to Mall property owners, as currently stated, which implies that all property owners would be eligible.	CPI			

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76	Page 6; Lines 1-25	Stipulation III proposes a "Historic Properties Enhancement Program," which we believe will help to mitigate the adverse effects caused by the Mall project. However, given that this proposal has never been discussed at length (in official review or in inter-agency meetings), we are unsure as to its completeness or appropriateness.	SHPO			
77	Page 6; Lines 1-25	<u>Historic Properties Enhancement Plan:</u> [Stipulation III] CPI does not feel that the façade enhancement program, as currently conceived and potentially funded, has enough financial capacity to make a significant difference for façade improvements given the number, size and scale of contributing properties along the Mall. Nor does CPI have the capacity to take on administration of such a program.	CPI			
78	Page 6; Lines 1-25	We feel that the resources identified in the PA of the overall façade enhancement program would be better spent for the lighting program itself.	CPI			
79	Page 6; Lines 1-25	We also welcome the offer of the CCD and DDP to serve as fiscal and marketing agents, respectively, for the program and CPI will help promote the effort and document and share the results.	CPI			
80	Page 6; Lines 1-25	It remains our view that this mitigation [Stipulation III] should be focused on the lighting program for historic buildings in the APE in order to provide the most efficient use of the available mitigation funds and administration available from the Downtown Denver Partnership.	HDI			
81	Page 6; Lines 1-25	[Stipulation III] If an alternate use of the funds remains an option, there must be parameters about how those funds would be spent related to impacts within the APE.	HDI			
82	Page 6; Lines 1-25	Also, [Stipulation III] as written, there is no standard for how these improvements would reviewed.	CLG			
83	Page 6; Lines 1-25	If the façade enhancement program is included in the PA, the Secretary of the Interiors Standards should be referenced.	CLG			

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84	Page 6; Lines 1-25	Commented [A7]: These [Stipulation III] should be binding mitigation commitments, not optional.	NTHP			
85	Page 6; Lines 14-16	Denver Landmark has some concerns regarding the language [Stipulation VI] for the updates to the Design Guidelines for Denver Landmark Structures and Districts.	CLG			
86	Page 6; Lines 14-16	Landmark would not want it [Stipulation III.4.A.] inferred that the Design Guidelines will be updated to allow for everything that was proposed in the 2013 Lighting Study.	CLG			
87	Page 6; Lines 14-16	Staff does not believe that all items in the study [Stipulation III.4.A.] would be appropriate for the historic properties along the Mall.	CLG			
88	Page 6; Lines 14-16	And, staff is unsure how the community would comment on the changes and how the Landmark Preservation Commission would address these issues [Stipulation III.4.A.].	CLG			
89	Page 6; Lines 14-20	However, the <i>lighting improvements</i> idea [Stipulation III.A.4] has considerable merit and some of the legwork necessary to get it going was done in 2013 with the <i>Concept Design Report</i> .	CPI			
90	Page 6; Lines 14-25	Commented [A6]: Keep this [Stipulation III.A.4.] program separate from the Façade Enhancement Program.	NTHP			
91	Page 6; Lines 17-20	Comment [A10]: Will you also consult with the CO SHPO on these updates to the Design Guidelines [Stipulation III. A.4.B.]?	ACHP			
92	Page 6; Lines 21 and 23	[Change "program" to "programs"]	NTHP			
93	Page 6; Lines 21-22	Comment [A11]: Will some form of notifications be provided to the consulting parties about this program [Stipulation III.A.5.] if it proceeds after completion of construction?	ACHP			
94	Page 6; Lines 22-23	On page 4, under Roman Numeral I., Section 4. [Stipulation I.A.4.] there is a parenthetical description about why the medians will be altered, rather than simply what will be done from a design/technical perspective.	HDI			

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95	Page 6; Lines 22-23	Such as an explanation [Stipulation I.A.4.] does not exist for other items in this section, so we believe this should be omitted from the document.	HDI			
96	Page 6; Lines 27-43	While the project does not create a direct adverse affect for historic buildings in the APE, we are concerned about the impacts of construction and vibration [Stipulation IV.A.].	HDI			
97	Page 6; Lines 31-32	In Roman Numeral IV., the baseline vibration threshold should have a specified level acceptable for the types of buildings present in the APE.	HDI			
98	Page 6; Lines 31-32	[Recommended additional language] (using a maximum Peak Particle 33 Velocity of 0.2 inches/second)	NTHP			
99	Page 6; Lines 3-6	Lines 1 through 4 [3-6] on page 6 currently reads as follows: "1. CCD will assist DDP in establishing a program to enhance historic building façades along the 16th Street Mall, through the funding of grants for lighting and/or façade improvements such as restoration. Grants will require equivalent matching contributions from property owners or occupants."	DDP			
100	Page 6; Lines 3-6	For stipulation III.1, we would recommend adding "rehabilitation" as an example of façade improvements – "façade improvements such as rehabilitation or restoration."	CLG			
101	Page 6; Lines 36-37	Stipulation IV.A.4. includes a provision that CCD will take alternate measures to address a continued failure to meet vibration level standards "if practical and feasible." We recommend expanding this section to discuss how CCD (or other parties) would mitigate an adverse effect caused by a vibration issue that cannot be addressed in a practical and feasible manner.	SHPO			
102	Page 6; Lines 36-37	Regarding Stipulation IV.A.4., we are concerned with the language "if practical and feasible." Denver Landmark wants to ensure the construction on the Mall will not, incidentally, have an adverse effect on the adjacent historic properties.	CLG			
103	Page 6; Lines 36-37	[Recommended language change] If the baseline vibration threshold is broken more than once for any individual building, CCD will require its contractor to choose another construction method, and will consult with the property owner, SHPO, and Consulting Parties as to whether alternative construction methods are practical and feasible;	NTHP			

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104	Page 6; Lines 4-5	[Remove "lighting and/or"]	NTHP			
105	Page 6; Lines 7, 14	The "if" statements in Stipulation III. 2. and 4. could imply that neither the façade enhancement nor the lighting program will occur. Although the details are not finalized, the mitigation stipulations should not appear to be elective.	CLG			
106	Page 6; Lines 7-9	For example, Stipulation III.A.2. directs CCD to commit \$450,000 towards funding the project. It is not clear whether this amount is sufficient for such a program, or when or how a "separate agreement" will be arranged, or whether this money is intended to constitute the entirety of the program fund.	SHPO			
107	Page 6; Stipulation IV.A.	[Recommended additional stipulation] 2. Develops a plan for the placement of vibration monitoring equipment, and pre-construction documentation, in consultation with Consulting Parties and property owners, to ensure appropriate coverage of potential vibration impacts to historic properties;	NTHP			
108	Page 6; Stipulation IV.A.	[Numbering changes to Stipulation IV.A. to accommodate recommended additional stipulations; see Comment 133 and 136]	NTHP			
109	Page 6; Stipulation IV.A.	[Recommended additional stipulation] CCD will be responsible for repairing all vibration damage to historic properties. Any repairs will be coordinated in advance with the SHPO to ensure they are carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary's Standards); and	NTHP			
110	Page 7; Line 14	Comment [A12]: Calendar days?	ACHP			
111	Page 7; Line 25	[Change "Concurring" to "Consulting"]	NTHP			
112	Page 7; Line 27	Commented [A10]: It is our understanding that these [elements that convey the Mall's historic significance] will no longer exist.	NTHP			
113	Page 7; Line 28	[Remove " as defined 43 in the revised Form 1403 per Stipulation V above."]	NTHP			
114	Page 7; Line 29	[Change "Concurring" to "Consulting"]	NTHP			
115	Page 7; Line 8	[Replace "complete" with "completed"]	ACHP			

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116	Page 7; Lines 17-30	We note that the "updated Mall maintenance guidelines" proposed in Stipulation VI could, if properly designed and executed, serve to streamline much of the review process proposed in Stipulation II.	SHPO			
117	Page 7; Lines 17-30	<u>Update Mall Maintenance Guidelines:</u> [Stipulation VI] This commitment is an important one and CPI is interested in providing input to help with developing and updating the policies, plans, manuals and/or guidelines.	CPI			
118	Page 7; Lines 17-30	[Stipulation VI] It is further recommended that a dedicated source of funding be found to support this endeavor, otherwise it will be easy for the parties to let it fall by the wayside as conditions change and time goes by.	CPI			
119	Page 7; Lines 17-30	In [Stipulation VI] Roman Numeral VI., Section D., the reference to future maintenance matching the historic significance of the Mall after reconstruction is also unnecessary since historic significance will be lost as a result of the project as proposed in the LPA.	HDI			
120	Page 7; Lines 7-15	<u>National Register of Historic Places Evaluation:</u> [Stipulation V] An updated Form 1403 for the Mall after completion of construction could help with the ongoing documentation of the Mall and its characteristics, but CPI does not believe that an assessment of post-project NRHP eligibility status will be successful because it will be an entirely new resource.	CPI			
121	Page 7; Lines 7-15	The historic resource upon which eligibility now rests will be gone (Criterion C). Had the nomination gone forward previously, the Mall would now be facing possible de-listing, with all the attendant consequences.	CPI			
122	Page 7; Lines 7-15	It is also questionable whether the newly built Mall would be eligible, except maybe far into the future if and when it was to achieve its own historic significance.	CPI			
123	Page 7; Lines 7-15	Therefore, we believe the provision [Stipulation V] on page 7 of the document, Roman Numeral V., referring to an update of the 1403 Form is not useful, as there will be so few remaining original features/materials to document.	HDI			
124	Page 7; Lines 7-15	It is also our opinion that any funding which may have been allocated to this process [Stipulation V] should be re-allocated to other mitigation efforts.	HDI			
125	Page 7; Lines 7-15	Finally, updating the Architectural Inventory Form 1403, in Stipulation V., does not seem appropriate.	CLG			
126	Page 7; Lines 7-15	[Stipulation V.A.] Given that the proposed changes will likely cause the historic property to lose too much integrity for it to be considered a historic property, updating the form does not seem the best use of limited mitigation funds.	CLG			

16th Street Mall Programmatic Agreement		A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment C = Clarify or Discuss and resolve prior to next design phase R = Resolve comment in next design phase I = Information only				
Project Name:		16th Street Mall				
Authors		Federal Transit Administration City and County of Denver Regional Transportation District Sara Orton/Jacobs		Reviewers	Joseph Saldibar and Steve Turner/SHPO Colorado Preservation inc Historic Denver, Inc. Advisory Council on Historic Preservation Denver Landmark Preservation National Trust for Historic Preservation	
				Date:	1-May-19	
Item #	Page #; Line	Comments	Initial Code	Response	Final Disposition	
					Code	Date
127	Page 7; Lines 7-15	Commented [A9]: This [Stipulation V] seems like a waste of money. What is the budget for this? We would prefer to have it added to the fund in Stipulation III.A.2., (which is way too small).	NTHP			
128	Page 7; Stipulation V-XIII	[Numbering changes to accommodate recommended stipulations revisions; see Comment 133 and 136]	NTHP			
129	Page 8; Line 19, 25, 32, 38	Change "Concurring" to "Consulting"	NTHP			
130	Page 8; Lines 17-22	We recommend that Stipulation X be amended to include a set calendar date by which an Annual Report must be submitted to all parties.	SHPO			
131	Page 8; Lines 23-41	<u>Dispute Resolution:</u> [Stipulation XI] As long as the FTA has the final say in dispute resolution, this provision appears to contradict the spirit of the National Historic Preservation Act (NHPA) by allowing the agency to ignore the findings of the Advisory Council for Historic Preservation (ACHP).	CPI			
132	Page 8-9; Lines 45-47, 1-7	Having both clauses [Stipulation I.A. and I.B.] in the same document also conflicts with Stipulation XIV ("Termination"), whereby the Agreement can be terminated if its terms "will not or cannot be carried out."	SHPO			
133	Stipulation I.A. - General	We encourage the parties to design the guidelines in alignment with the commitments made in Stipulation I.A.	SHPO			
134	Stipulation II.C.3. - General	Although we recognize the importance of maintaining a safe and healthy tree cover, we believe that there are many ways to accomplish this goal, and that some of those ways will better conform to the original design intent of the Mall than others. To that end, we encourage FTA to consider giving other parties a meaningful voice in this area of the design.	SHPO			
135	Stipulation III.A.4.b. and VI	Also, if Denver Landmark Preservation is given the responsibility of writing Design Guidelines, it would have implications on signing as invited or concurring parties.	CLG			
136	Stipulation III.A.4.b. and VI	Additionally, the PA does not clearly identify who would be writing/updating the design guidelines.	CLG			

16th Street Mall Programmatic Agreement			A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment C = Clarify or Discuss and resolve prior to next design phase R = Resolve comment in next design phase I = Information only		
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Item #	Page #; Line	Comments	Initial Code	Response	Final Disposition
					Code Date
137	Stipulation III.A.4.b. and VI	Typically, Landmark staff writes the text for updates to the Design Guidelines. But, given our current workload, extensive research or studies would be beyond staff capacity.	CLG		



Alternatives Analysis & Environmental Clearance

Section 106 Consulting Parties Meeting #11

Date: May 15, 2019, Time: 1:30 – 3:30

Attended	Name	Organization	Email
	Max Bear	Cheyenne and Arapaho Tribes	mbear@c-a-tribes.org
ASB	Aimee Beckwith	RTD	aimee.beckwith@rtd-denver.com
	Megan Blum	FTA	megan.blum@dot.gov
✓	Jennifer Buddenborg	City & County of Denver	jennifer.buddenborg@denver.org
	Bar Chadwick	City & County of Denver	Bar.chadwick@denvergov.org
	Hannah Clark	Colorado Preservation, Inc.	hclark@coloradopreservation.org
✓	Steve Coggins	City & County of Denver	Steven.coggins@denvergov.org
✓	John Desmond	Downtown Denver Partnership	jdesmond@downtowndenver.com
	Tami Door	Downtown Denver Partnership	tdoor@downtowndenver.com
	Perry Edman	RTD	Perry.edman@rtd-denver.com
	Francis Eugenio	FTA	francis.eugenio@dot.gov
✓	Jill Jennings Golich	City & County of Denver	Jill.JenningsGolich@denvergov.org
Jm	Jim Graebner	Lower Downtown District	carbarn@aol.com
✓	Kim Grant	Colorado Preservation, Inc.	kgrant@coloradopresevation.org
	Lyman Guy	Apache Tribe	chairman@apachetribe.org
KH	Kara Hahn	Landmarks Preservation, City & County of Denver	Kara.hahn@denvergov.org
	Eddie Hamilton	Cheyenne and Arapaho Tribes	ehamilton@c-a-tribes.org
	Scott Hergenrader	City & County of Denver	Scott.hergenrader@denvergov.org
TH	Tykus Holloway	City & County of Denver	tykus.holloway@denvergov.org
	David Huntsinger	City & County of Denver	david.huntsinger@denvergov.org
✓	Kristin Kenyon	FTA	kristin.kenyon@dot.gov
✓	Sharyn Lacobme	FTA	sharyn.lacombe@dot.gov
up phone	Trevor Lee	The Olin Studio	tlee@theolinstudio.com
	Annie Levinsky	Historic Denver	alevinsky@historicdenver.org
AM	Karen Little Coyote	Cheyenne and Arapaho Tribes	kittlecoyote@c-a-tribes.org
	John Lynch	FTA	john.lynch@dot.gov
	Tracey MacDonald	FTA	tracey.macdonald@dot.gov
	John McGrath	City & County of Denver	john.mcgrath@denvergov.org
	Betsy Merritt	National Trust for Historic Preservation	emerritt@savingplaces.org
✓	Charissa Murphy	City & County of Denver	charissa.murphy@denvergov.org

Alternatives Analysis & Environmental Clearance

Attended	Name	Organization	Email
	William Nelson	Comanche Nation	williamn@comanchenation.com
JD	Jason O'Brian	OAHP	Jason.Obrien@state.co.us
CPD.	John Olson	Historic Denver	jolson@historicdenver.org
OSBO	Sara Orton	Jacobs	sara.orton@jacobs.com
B&P	Brian Pinkerton	City & County of Denver	Brian.pinkerton@denvergov.com
CLR	Colleen Kirby Roberts	Peak Consulting	Colleen.roberts@peakconsultingco.com
	Joseph Saldibar	OAHP	Joseph.saldibar@state.co.us
	Lucinda Sanders	The Olin Studio	lsanders@theolinstudio.com
	Matt Shawaker	Stantec	matt.shawaker@stantec.com
TS	Tim Siedlecki	Jacobs	Tim.siedlecki@ch2m.com
	Dana Steele	RTD	dana.steele@rtd-denver.com
	Mark Stojak	FTA	
✓	Sarah Stokely	Advisory Council on Historic Preservation	sstokely@achp.gov
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✓	Jyotsna Vishwakarma	RTD	Jyotsna.vishwakarma@rtd-denver.com
	Mary Jo Vobejda	Jacobs	Maryjo.vobejda@jacobs.com
	Jason Whitlock	City & County of Denver	Jason.Whitlock@denvergov.org
MM	Mandy Whorton	Peak Consulting	mandy.whorton@peakconsultingco.com
SW	Susan Wood	RTD	Susan.wood@rtd-denver.com
	David Beckhouse	FTA	David. Beckhouse @ DOT, GOV
KG	KIM GRAUT	CPI	kgraut@coloradoprivacy.com
JD	JOHN DESMOND	DDP	jdesmond@downtowndenver.com
	RANDY THULEN	DDP	rthulen@downtowndenver.com
JM	JOHN MCGRATH	CCD	john.mcgrath@denvergov.com
✓	Steve Coggins	CCD	Steven.Coggins@denvergov.org
JR	Josh Rohmer	CCD	josh.rohmer@denvergov.org
BDM	Brian McLaren	CCD - Public Works	brian.mclaren@denvergov.org
JG	Jill Jennings Golich	CCD - CPD	jill.jenningsgolich@denvergov.org

via phone
via phone



Appendix E
Public Involvement Activities and Materials



Conclusions and Recommendations From the Outreach to ADA Organizations

Subject ADA Outreach on the 16th Street Mall Planning
Prepared by Mary Jo Vobejda/Jacobs
Date March 20, 2019

Background

In an effort to represent as many users of the Mall in our outreach efforts, five meetings were held with a variety of organizations representing people with disabilities. The following meetings were held:

Date	Group
Jan. 23, 2019	A3, Council for the Blind
Jan. 31, 2019	Colorado Commission for the Deaf, Hard of Hearing, and Deaf Blind
Feb. 11, 2019	Colorado Cross Disability Coalition
Feb. 13, 2019	Atlantis Community
Feb. 20, 2019	Colorado Center for the Blind

The goal of the meetings was to introduce the 16th Street Mall's current plan and gain insights into planned features that would be effective in supporting members of the disabled community.

Using the attached slides, the team went over the current plan for changes to the Mall.

Each meeting was documented with notes which are attached.

Conclusions and Recommendations

The group discussions resulted in conclusions and recommendations in the areas of physical elements to be constructed on the Mall, goals for the design, and continued opportunities for input.

Generally, all groups were supportive of planned upgrades to the Mall. Many members of the disabled community use the Mall and feel they will enjoy it more with the planned improvements.

All group discussed and supported:

- Safety as the priority of the new design.
- The proposed reallocation of the transit and pedestrian spaces, which moves the pedestrian zone away from the transit lanes.
- Following progressive design guidelines for public spaces which will support disabled citizens' use of the Mall.

Constructed Elements

The following constructed elements are recommended and were supported by the groups:

- Truncated domes at the cross streets are needed
- Directional indicators are an emerging best practice and considered to be very helpful and intuitive for those using a cane
- Lighting should be consistently applied and include low level lighting to delineate furnishings
- Directional signing should have words, braille, and graphics, consider including verbal cues for locational information, such as street names

Goals for Design

The following items should be considered in the design and included when possible:

- Make sure the curb ramps don't have a low spot with an abrupt grade change at the flowline.
- Prevent puddles or standing water within the pedestrian zone.
- Do not allow inlets within the pedestrian zone.
- Overhead lighting should never be glaring and cast shadows (trees branches) that are difficult to decipher.
- Consider materials and methods to reduce icing on the handicap ramps:
 - Heated ramps
 - More texture on the ramps
 - Better maintenance of the ramps
- Keep an adequate clear zone between furnishings for wheelchairs and walkers.
- Consider wheelchairs and walkers in the design of the furnishings' height and spacing.
- Design to prevent patio areas from protruding into the pedestrian zone and portable furnishings from being pushed out of the amenity zone.
- Consider providing a covered pedestrian area during construction.

Continued Opportunities for Input

- Identify any locations in the Denver Metro area where directional indicators could be experienced.
- Develop a 3D printed model to give low-sight and blind individuals a way to provide input on the overall Mall plan.
- Build a life-sized mock-up of the planned granite surface so people could have a visual and tactile experience of the new granite.
- Invite these groups to all public meetings and provide materials for distribution to their communities. Several groups offered their facilities as possible meeting locations.
- Hold a separate public meeting for the deaf community with adequate interpreters.
- Expand outreach for the public meetings to include Craig Hospital, Denver Regional Mobility and Access Council, and the Chanda Plan.
- Develop awareness materials to explain the elements, such as directional indicators or changes in the granite texture. These materials could be distributed through a kiosk on the Mall and provided to teachers in the various organizations supporting the disabled.



Meeting Minutes

Subject	ADA Outreach on the 16th Street Mall Planning A3, Council for the Blind		
Project Name	16 th Street Mall		
Prepared by	Mary Jo Vobejda/Jacobs	Maryjo.vobejda@jacobs.com	720.378.1556
Location	1245 Champa, Denver CO		
Date/Time	January 23, 2019/ 2:00 – 3:00 p.m.		
Participants	Ed Neuberg/RTD, Steve Coggins/CCD, Brian Pinkerton/CCD, Tim Siedlecki/Jacobs, Mary Jo Vobejda/Jacobs, Barbara Boyer/A3, Hank Rail/A3, Colleen Corelli/A3		

Notes

Goal of the meeting was to introduce the 16th Street Mall current plan and gain insights into planned features that would be effective in supporting disabled community members.

The group introduced themselves and their role in the Mall project or in advocating for low sight individuals.

The following items should be considered during the design:

- 1 in 3 seniors have a degenerative visual impairment
- No one solution will work for all impairments and balancing the solutions is key
- Council for the Blind advocates for aids included in the design
- Federation for the Blind may advocate for a more hands-off approach

Using the attached slides, the team went over the current plan for changes to the Mall.

The group discussed and supported:

- The proposed reallocation of the transit and pedestrian spaces and the removal of the median from the Mall
- The need to balance historic impacts with a safety features
- The new mall design should be follow progressive design guidelines for public spaces

The group further discussed the details of the proposed design with the following insights:

- Moving the clear path away from the transit lane edge will benefit the visually impaired

- Moving Transit together will remove some of the chaos of the Mall's current configuration
- Directional indicators would be very helpful and very intuitive for those using a cane. Discussion with others who have experienced the directional indicators have highlighted their helpfulness
- Directional indicators may help more than the visually impaired (visitors, children and stroller using parents)
- Texture aids may provide a level of calm which would improve the experience of the mall
- A combination of texture and lighting along the transit way may be more helpful than texture alone along the transit edge
- Overhead lighting can cast shadows (trees branches) that are difficult to decipher
- In-pavement up lighting can be more problematic than helpful for the visually impaired (14th St.
- Color contrast constraints may be a challenge in low light conditions (cloudy, rain, & night)
- Low level lighting delineating furnishings may be very helpful
- Verbal cues might be helpful for locational information, such as street names
- The bells on the shuttles are useful and could be louder if the transit is further from the pedestrians
- New granite must not be as slick as the existing
- Behaviors of those in the Median are problematic

The City team agreed to take this input into finalizing the design criteria and bring that information back to the group.

The group will be invited to the upcoming Public Open Houses.



Meeting Minutes

Subject	ADA Outreach on the 16th Street Mall Planning Meeting with Colorado Commission for the Deaf, Hard of Hearing and Deaf Blind		
Project Name	16 th Street Mall		
Prepared by	Mary Jo Vobejda/Jacobs	Maryjo.vobejda@jacobs.com	720.378.1556
Location	1575 Sherman Street		
Date/Time	January 31, 2019		
Participants	Ed Neuberg/RTD, Mary Jo Vobejda/Jacobs, Cliff Moers/ CCDHHDB, Timothy Chevalier/CCDHHDB		

Notes

Goal of the meeting was to introduce the 16th Street Mall current plan and gain insights into planned features that would be effective in supporting disabled community members.

The group introduced themselves and their role in the Mall project or in advocating for deaf and hard of hearing individuals.

The following items should be considered during the design:

- Any audio information should be accessible to the deaf through graphic interface
- Scooters on the Mall are a conflict for pedestrians
- Do people fully understand the clues being given by elements such as truncated domes
- Consider including design consultation by Robert Savage. He is consultant who worked on the Rocky Mountain School for the Deaf.
- Add sustainability to the goals for the project

Using the attached slides, the team went over the current plan for changes to the Mall.

The group discussed and supported:

- Safety must be the first priority of the new design
- Signs on the mall should have both words and graphics
- Prefer lighting that illuminates danger areas
- Lighting should be consistently applied, never glaring
- Lighting in the pavement was seen as a very effective element for deaf individuals

- Wind rows of snow after plowing are very problematic on the Mall

The group was very interested in a public meeting being held for the deaf community with adequate interpreters.

There may be an opportunity to present at a CCDHHDB commission meeting.

Timothy would like to participate in the Public Life workshop group.



Meeting Minutes

Subject	ADA Outreach on the 16th Street Mall Planning	
	Meeting with Colorado Cross Disability Coalition	
Project Name	16 th Street Mall	
Prepared by	Mary Jo Vobejda/Jacobs Maryjo.vobejda@jacobs.com	720.378.1556
Location	1385 S. Colorado Blvd., Suite 610-A	
Date/Time	February 11, 2019/ 11:00 a.m. – 12:00 p.m.	
Participants	Ed Neuberg/RTD, Mary Jo Vobejda/Jacobs, Tim Siedlecki/Jacobs, Brian Pinkerton/CCD, Jamie Lellis; Dawn Howard, Jose Vega	

Notes

Goal of the meeting was to introduce the 16th Street Mall current plan and gain insights into planned features that would be effective in supporting disabled community members.

The group introduced themselves and their role in the Mall project or for disabled citizens.

The group had the following concerns about the existing Mall

- The rubber cover over the curb ramps can be very slippery

The following items were discussed as considerations during the design:

- Make sure the curb ramps don't have a low spot with an abrupt grade change when gutter pan (at bottom of curb ramp) and street slope meet they don't create a compound angle that's difficult to navigate
- Consider better materials for ramps, with less icing
 - Is it possible to heat the ramps?
 - Is it possible to have more texture on the ramps?
 - Is it possible to specify better maintenance at the ramps, particularly after snow?
- Have a larger clear zone for pedestrians
- Must plan to keep a clear zone between furnishings for wheelchairs and walkers
- The patio areas sometimes protrude into the walking zone

Using the attached slides, the team went over the current plan for changes to the Mall.

The group discussed:

- Preferred the center running layout
- Might want to have a test area so people could have a visual and tactile experience the new granite

- Consider the height of the furnishings
- Consider how a person with a scooter (broken leg) would maneuver
- Concerned about the spacing and the height of the strips on the directional indicators
- Concerned about portable furnishings in the amenity zone
- Concerned about too many textures being confusing
- Concerned about construction disruption for the disabled community
 - Perhaps a covered pedestrian area could be constructed

The group was very interested in helping with outreach to the ADA community. The City will keep in touch with Jamie for posting of upcoming public meetings. Public meetings must be ADA accessible.

The group suggested a contact with Craig hospital could offer valuable insights. Denver Regional Mobility and Access Council (DRMAC) and the Chanda Plan are also possible resources for this project.

The group inquired if the Environmental Assessment would be available in Spanish.



Meeting Minutes

Subject	ADA Outreach on the 16th Street Mall Planning Meeting with Atlantis Community		
Project Name	16 th Street Mall		
Prepared by	Mary Jo Vobejda/Jacobs	Maryjo.vobejda@jacobs.com	720.378.1556
Location	201 S. Cherokee		
Date/Time	February 13, 2019/ 11:00 a.m. – 12:00 p.m.		
Participants	Ed Neuberg/RTD, Mary Jo Vobejda/Jacobs, Tim Siedlecki/Jacobs, Brian Pinkerton/CCD, Robbie Roppolo, Dawn Russell, Candie Burnham		

Notes

Goal of the meeting was to introduce the 16th Street Mall current plan and gain insights into planned features that would be effective in supporting disabled community members.

The group introduced themselves and their role in the Mall project or for disabled citizens.

The group had the following concerns about the existing Mall

- Better delineation for where to walk is needed

The following items were discussed as considerations during the design:

- Minimize the clutter in the line of sight for people in wheel chairs
- All furnishings should serve a function

Using the attached slides, the team went over the current plan for changes to the Mall.

The group discussed:

- A concern was voiced about how blind individuals will know where the transit way begins without curbs
- How important an awareness campaign would be, so users would understand the message the change in texture is trying to convey
- Graphical and voice messages should be accessible along the Mall
- Use the existing or have new kiosks that provide accessibility information
- To help keep clutter down, the discussion of function for any furnishings was discussed. One approach is to put amenities adjacent to uses, i.e. trash cans where there are tables, and tables where there are restaurants.
- Light strips were discussed as a good idea to alert pedestrians they are at a crossing
- Provide a service dog relief area

- Colfax proposed changes, which are several years out
- The Mall construction is expected to begin in the spring of 2020

The group was very interested in being invited to the public meetings. They felt their input would be best received if integrated with the input from other Mall users.

Candie agreed to assist with posting meeting and status information on their networks.

If locations around the Denver area exist that would demonstrate some of the ideas being discussed on the Mall, the Atlantis Community would like to have information and might organize a field trip to better understand the proposal.



Meeting Minutes

Subject	ADA Outreach on the 16th Street Mall Planning Meeting with Colorado Center for the Blind		
Project Name	16 th Street Mall		
Prepared by	Mary Jo Vobejda/Jacobs	Maryjo.vobejda@jacobs.com	720.378.1556
Location	Colorado Center for the Blind 2233 West Shepperd Avenue		
Date/Time	February 20, 2019/ 11:00 a.m. – 12:00 p.m.		
Participants	Ed Neuberg/RTD, Mary Jo Vobejda/Jacobs, Tim Siedlecki/Jacobs, Brian Pinkerton/CCD, Robbie Martin Becerra/Center for the Blind, Ernesto Lucca/Center for the Blind, Dan Burke/Center for the Blind		

Notes

Goal of the meeting was to introduce the 16th Street Mall current plan and gain insights into planned features that would be effective in supporting disabled community members.

The group introduced themselves and their role in the Mall project or for Center for the Blind.

The group had the following concerns about the existing Mall

- Clutter is the biggest current problem on the Mall

Describing the planned changes for the Mall, the group discussed:

- Truncated domes at the cross streets are very good
- Very concerned about no curb and the implications for blind users of the Mall. The group discussed truncated domes places along the Mall and agreed that would not give the correct messaging to blind users. The group discussed the possibility of a rumble strip, a very rough surfaced granite strip, along the Mall, this may work but because it is not standard it could be confusing.
- Several textures of granite could be confusing
- The proposed amenity zone is good to discourage people from walking next to the transitway.
- Directional indicators were discussed as an emerging best practice. The group liked the idea and wondered if there were any locations in the Denver Metro area where they could experience this type of treatment.
- A mock-up of the planned granite surface was discussed. The group liked this idea.
- The group suggested a 3D printed model to give low-sight and blind individuals a way to provide input on the overall Mall plan.

- Audio indications of the names of the cross streets are not needed
- A kiosk with information about the Mall and its features was discussed as a good idea. However, it was also asked “how would a low-sight or blind person know this information was available at kiosks”.

The group was very interested in being invited to the public meetings. Dan offered the Center for the Blind as a location for a public meeting. He also informed the group of the locations for various chapters of the Mile-High Federation of the Blind.



Denver Public Works
Nancy Kuhn
O: 720-865-8720
Nancy.Kuhn@denvergov.org

NEWS RELEASE

April 15, 2019

Plans to Improve the 16th Street Mall Take Next Step Forward
Opportunity for public to comment on draft environmental assessment

The City and County of Denver, the Federal Transit Administration, Regional Transportation District (RTD), Downtown Denver Partnership, and Downtown Denver Business Improvement District (BID) are excited to announce the next step toward improving the 16th Street Mall, one of the city's most critical economic engines and vital public spaces.

The project team today released a draft environment assessment of the proposed project, which describes the need for the project, the alternatives considered, the environmental impacts of each alternative and how impacts would be mitigated. The public is encouraged to review this environmental assessment at www.denvergov.org/themallexperience and submit comments through May 14.

The public is also encouraged to learn more about the project and the environmental assessment at upcoming public meetings at the Regional Transportation District, 1660 Blake Street Denver, CO 80202 on Wednesday, May 1, 2019, from 12-1 pm and 5-6 pm.

The 16th Street Mall Improvement Project requires an environmental clearance per the National Environmental Policy Act to utilize federal funding. Public input is an important component of this environmental assessment that will help shape the future of the 16th Street Mall.

Over the past 37 years, the Mall's infrastructure has deteriorated. A flexible and sustainable plan is needed to address deteriorating infrastructure, provide equitable and sufficient space for high-quality public gathering opportunities, improve pedestrian and vehicle safety, and continue reliable two-way Free MallRide transit service while honoring the Mall's use and iconic design.

Previous studies have helped identify the need for long-term changes to the Mall as the premier pedestrian environment in the Rocky Mountain Region, and the proposed design in this assessment would improve infrastructure, mobility, safety and increase public use. The project partners propose to replace the failing pavement system and better design public space within the Mall blocks. The project will install a new granite paver system with improved surface

friction and proper drainage. The spatial reconfiguration will create wider pedestrian areas with trees on both sides of each block and consolidate the transit lanes in the middle of the blocks.

If approved, the project will be funded through a combination of Denver Urban Renewal Authority Tax Increment Financing, federal grants, and local funds, including the Elevate Denver bond program.

###

TRUMP

◀◀ FROM 1A

dealing with an ever-increasing number of Central American migrants crossing the U.S.-Mexico border, an influx that has pushed the immigration system to the breaking point.

Laws make it hard to quickly return Central Americans, and many of them spend years in the U.S. waiting for their immigration cases to play out. Others claim asylum and wait just as long, living and working in the U.S. as they wait.

"Sanctuary cities" are mostly left-leaning places such as New York City and San Francisco where laws prohibit local police and correction officers from working with immigration officials to help arrest and deport people living here illegally.

Trump seized on reports last week of the proposal that sought to send migrants already detained to Democratic locations or transport migrants that have just crossed the U.S.-Mexico border to sanctuary cities.

Sanders said the idea would be to spread out the number of migrants so the strain would not be on "one or two border communities."

"The president likes the idea and Democrats have said they want these individuals into their communities, so let's see if it works and everybody gets a win out of it," Sanders said. "Again, this is not the ideal situation."

Trump tweeted on Saturday evening that the U.S. had the "absolute legal right to have apprehended illegal immigrants transferred to Sanctuary Cities."

However, the plan had already been eschewed twice.

People with knowledge of

the discussions say it was first brought to the Department of Homeland Security from White House staff in November, and was again discussed in February but was put down after DHS officials reviewed it and found it was too costly, a misuse of funds and would be too timely. The people were not authorized to speak publicly and spoke on condition of anonymity.

It actually could make it more difficult for Immigration and Customs Enforcement officers to arrest people facing deportation because sanctuary cities do not work with ICE.

The Transactional Records Access Clearinghouse at Syracuse University announced last week that an analysis found that immigrants in sanctuary cities are 20 percent less likely to be arrested out in the community than in cities without such policies.

Democrats criticized the White House proposal as a political stunt that used humans as pawns and would not work.

"Look, you can't threaten somebody with something they're not afraid of," said Gov. Jay Inslee of Washington state, who is a candidate for president. "And we are not afraid of diversity in the state of Washington. We relish it. It is the basis of our economic and cultural success. We're built as a state of immigrants."

The chairman of the House Homeland Security Committee, Rep. Bennie Thompson, D-Miss., questioned the legality of the proposal.

"This is again his manufactured chaos that he's created over the last two years on the border," Thompson said of Trump, adding Democrats were more than willing to sit down and talk about immigration legislation.

But Sen. Rick Scott, R-Fla., said sanctuary cities

Related

Trump campaign to report \$30 million haul.

WASHINGTON — President Donald Trump's reelection campaign is set to report that it raised more than \$30 million in the first quarter of 2019, edging out his top two Democratic rivals combined, according to figures it provided to The Associated Press.

The haul brings the campaign's cash on hand to \$40.8 million — an unprecedented war chest for an incumbent president this early in a campaign.

The Republican National Committee brought in \$45.8 million in the first quarter — its best non-election year total. Combined, the pro-Trump effort is reporting \$82 million in the bank, with \$40.8 million belonging to the campaign alone.

President Barack Obama Obama raised more than \$720 million for his reelection. Trump's reelection effort has set a \$1 billion target for 2020.

Bernie Sanders topped the Democratic field in the first quarter, raising slightly more than \$18 million, followed by Kamala Harris with \$12 million and Beto O'Rourke with \$9.4 million. Trump is reporting a haul of \$30.3 million.

— The Associated Press

showed contempt for the law, though he didn't know whether there were any legal concerns with transporting migrants to the locales.

"I mean, maybe he's just saying this to make everybody crazy," he said of Trump.

Sanders appears on ABC's "This Week" and "Fox News Sunday." Scott was on CNN's "State of the Union" and Inslee was on NBC's "Meet the Press." Thompson appeared on ABC.

BALLOT

◀◀ FROM 1A

Incumbents Robin Kniech and Debbie Ortega are seeking re-election against multiple challengers.

The city auditor's race. Incumbent Timothy O'Brien is running unopposed. The auditor polices the finances and performance of city government and its contractors.

The city clerk's race. Debra Johnson, the current clerk, is retiring, and three candidates are running to replace her. The clerk and recorder oversees elections and city records, including marriage licenses.

All terms are four years.

Voters also will decide the fate of two ballot questions:

Initiative 300 would overturn the city's camping ban, allowing people to use tents and other survival gear in public spaces, among other changes.

Initiative 301 would decriminalize possession of psychedelic mushrooms in Denver.

The Denver Post has published questionnaires from candidates and additional elections information on our online voter guide: dpo.st/voterguide.

There also might be a second vote for some positions. In races where no candidate gets a majority, the city will hold a runoff vote between the top two candidates on June 4. (That doesn't apply for the at-large race.)

Voters can return their ballots through the mail with 70 cents of postage or take them to one of 28 drop sites across the city, which don't require post-

age. The ballots will be a single sheet printed on both sides.

Voters who prefer to vote in person or need a replacement ballot can visit one of seven vote centers. Locations are available at DenverVotes.org under the "Where to Vote" page.

Any Denver resident over 18 may vote once registered.

Residents can register online until April 29 through GoVoteColorado.com, or at a driver's license facility or by mail.

They can register up to or on Election Day at voter service and polling centers in Denver. There are numerous acceptable forms of ID, including student ID, passports, driver's licenses and employee identification cards.

Andrew Kenney: 303-954-1785, akenney@denverpost.com or [@AndyKenny](https://twitter.com/AndyKenny)



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M	6-15
W	6-15
WW	6-15

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16th Street Mall Environmental Assessment completed. Public input invited.

The City and County of Denver (CCD), Regional Transportation District (RTD), Downtown Denver Partnership (DDP), and Federal Transit Administration (FTA) (Project Partners) have completed the 16th Street Mall Environmental Assessment (EA), which identifies a Preferred Alternative to reconstruct the 16th Street Mall between Market Street and Broadway.

PREFERRED ALTERNATIVE: CCD, RTD, and DDP plan to reconstruct the historic 16th Street Mall to address infrastructure, mobility, safety, and public use needs. The project will install a new granite paver system with improved surface friction and proper drainage. Spaces would be reconfigured to create wider pedestrian areas with trees on both sides of each block. Transit lanes would be consolidated in the center of the Mall, and the Free MallRide service would continue.

EA REVIEW: Beginning on April 15, 2019, the EA will be available for public review on the project website, by request to Susan Wood, RTD FasTracks Office, and at the following locations:

- **Federal Transit Administration:** 1961 Stout Street, Suite 13-301, Denver, CO 80294
- **RTD FasTracks Office,** 1560 Broadway, Suite 700 – Front Desk, Denver, CO 80202
- **RTD Main Office,** 1660 Blake Street – Front Desk, Denver, CO 80202
- **City and County of Denver Public Works Department,** Wellington Webb Building, 201 West Colfax Avenue, 10th Floor – Finance Administrative Office, Denver, CO 80202
- **Denver Public Library, Central Library,** 10 West 14th Avenue, Western and Genealogy – 5th Floor Reference Desk, Denver, CO 80204

Project Website:

www.denvergov.org/themallexperience

The 30-day review period will close on May 14, 2019.

PUBLIC MEETINGS: Members of the public are invited to attend public meetings to provide input on the project and EA conclusions. The same information will be presented at each meeting.

Wednesday, May 1, 2019

RTD Main Office Boardroom, 1660 Blake Street
12:00 – 1:00pm and 5:00 – 6:00pm

COMMENTS: Comments can be provided in various ways:

- Letters to Susan Wood, RTD, 1560 Broadway, Suite 700, Denver, CO 80202
- Email to Susan.Wood@RTD-Denver.com
- Hand-written or online comments at the May 1 public meetings
- Through the project website

RESPONSES: FTA and the project partners will review and consider all comments. All comments received during the comment period will be part of the project record. Responses to comments will be included in the final decision document, which is expected in July 2019.

Para información en español, contacte a
Loretta.lariviere@jacobs.com.

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RELEASE OF 16TH STREET MALL ENVIRONMENTAL ASSESSMENT FOR PUBLIC COMMENT AND PUBLIC MEETINGS



YOUR COMMENTS ARE ENCOURAGED!

ENVIRONMENTAL ASSESSMENT RELEASE & 30-

The environmental assessment is available for public review from April 15 – May 14 at the following locations:

- **The Mall Experience website:** www.denvergov.org/themallexperience
- **Federal Transit Administration**
1961 Stout Street, Suite #13-301, Denver, CO 80294
- **RTD FasTracks Office**
1560 Broadway, Suite 700, Front Desk, Denver, CO 80202
- **RTD Main Office**
1660 Blake Street, Front Desk, Denver, CO 80202
- **City and County of Denver Public Works Department**
Wellington Webb Municipal Office Building, 201 West Colfax Avenue, 10th Floor, Finance Administrative Office, Denver, CO 8020
- **Denver Public Library**
Central Library, 10 West 14th Avenue, Western & Genealogy, 5th Floor, Denver, CO 80204

Comments on the Environmental Assessment can be submitted electronically at The Mall Experience website, by email to Susan.Wood@RTD-Denver.com, by mail to the RTD FasTracks Office, or at the public meetings.

JOIN US FOR PUBLIC MEETINGS MAY 1, 2019

Learn about the Environmental Assessment and The Mall Experience

- **12-1 pm and 5-6 pm**
Regional Transportation District
1660 Blake Street
Denver, CO 80202
- **Servicios de traducción al español se proveeran si son solicitados con 24-horas de anticipacion.**
Loretta.LaRiviere@jacobs.com



Denver, RTD, and the Downtown Denver Partnership plan to reconstruct the historic 16th Street Mall to address infrastructure, mobility, safety, and public use needs. The project would move transit lanes to the center of the Mall, install a new granite paver system, and reconfigure spaces to provide wider pedestrian areas with trees on both sides of each block.

PUBLICACIÓN DE LA EVALUACIÓN AMBIENTAL DEL 16TH STREET MALL PARA EL COMENTARIO PUBLICO Y EXHIBICION PUBLICA



SUS COMENTARIOS SON BIENVENIDOS!

PUBLICACIÓN DE LA EVALUACIÓN AMBIENTAL Y 30 DIAS PARA EL COMENTARIO PUBLICO

La evaluación ambiental estará disponible para la revision publica del 15 de Abril al 14 de Mayo en los siguientes lugares:

- **El sitio web de The Mall Experience:** www.denvergov.org/themallexperience
- **Administracion Federal de Transito**
1961 Stout Street, Suite #13-301, Denver, CO 80294
- **Oficina de RTD FasTracks**
1560 Broadway, Suite 700, Recepcion, Denver, CO 80202
- **Oficina Principal de RTD**
1660 Blake Street, Recepcion, Denver, CO 80202
- **Departamento de Obras Publicas de la Ciudad y el Condado de Denver**
Wellington Webb Municipal Office Building, 201 West Colfax Avenue, 10th Floor, Finance Administrative Office, Denver, CO 80202
- **Libreria Publica de Denver**
Libreria Central, 10 West 14th Avenue, Western & Genealogy, 5th Floor, Denver, CO 80204

Comentarios de la Evaluación Ambiental pueden ser enviados electronicamente al sitio web de The Mall Experience, por correo electrónico a Sus com, por correo electrónico a la oficina de RTD FasTracks, o a las reuniones publicas.

ESTAN INVITADOS A LA REUNION PUBLICA EL 1 DE MAYO, 2019

Informese sobre la Evaluacion Ambiental y The Mall Experience

- **12-1 pm y 5-6 pm**
Regional Transportation District
1660 Blake Street
Denver, CO 80202
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Loretta.LaRiviere@jacobs.com



Denver, RTD, y el Downtown Denver Partnership planean reconstruir el historico 16th Street Mall para resolver las necesidades de infraestructura, movilidad, seguridad, y uso publico. El proyecto movería los carriles de transito hacia el centro de el Mall, instalaría un nuevo Sistema de pavimentos de granito, y reconfiguraría espacios para proveer areas peatonales mas amplias con árboles a ambos lados de cada cuadra.

16th Street Mall Environmental Assessment Public Meeting

May 1, 2019



THE PURPOSE OF THIS MEETING

- Recap project activities to date
- Present the highlights of the Environmental Assessment and get your thoughts
- Present schedule and next steps
- Learn how to stay involved



PRESENTATION CONTENT

- Present the project background and purpose
- Describe the Locally Preferred Alternative
- Discuss the project impacts and the proposed mitigation
- Encourage you to provide input and stay involved



PROJECT PARTNERS

- Regional Transportation District (RTD), City and County of Denver (CCD), Downtown Denver Partnership (DDP), Federal Transit Administration (FTA)
- Concern about maintenance issues and costs (\$1.3 M per year) launched several efforts between 2009 and 2016 to evaluate and study rehabilitation of the 16th Street Mall
- CCD also conducted a planning process regarding the use and configuration of the Mall with the goal of creating a place people wanted “to go to, not just go through”
- Spring 2017, RTD, CCD and DDP together initiated the 16th Street Mall Alternatives Analysis and Environmental Assessment (EA)



PROJECT FUNDING

- Denver Urban Renewal Authority Tax Increment Financing, FTA funds with RTD/CCD local match, and Elevate Denver Bond Program



FEDERAL INVOLVEMENT

National Environmental Policy Act (NEPA) compliance is needed due to FTA funding

- Environmental Assessment considers Project effects on social/economic and natural resources when making project decisions

National Historic Preservation Act (NHPA) consultation and US DOT Act Section 4(f) compliance is needed due to the Mall's historic designation

- Historically significant as an award-winning design by masters and for its impact on the growth of downtown Denver



PUBLIC INPUT TO DATE

Input from agencies, small groups, stakeholders, historic preservation groups, general public regarding themes of:

- More engaging activities
- Wider pedestrian sidewalks
- Improved ADA accessibility
- Maintain transit connectivity
- Pavement cracked, slippery
- Less maintenance
- Larger and healthier trees
- Outdated design
- Flexibility for different uses
- Keep granite pavers
- Replace granite pavers
- Keep diamond pattern
- Remove medians, provide more space by buildings
- Retain medians



THE MALL IS A MAJOR ATTRACTION AND THE MOST POPULAR SHOPPING AND ENTERTAINMENT DESTINATION FOR VISITORS TO METRO DENVER



Free RTD MallRide
weekday passengers:
39,000

Weekend average 25,000
annually 14,000,000



Downtown workforce:
134,000 people



Street-level businesses
on the mall:
200 restaurants and retail



Residential units:
5,700



Hotel rooms:
2,400
775 additional
summer 2019

THE MALL'S FIRST 35 YEARS

Transit/pedestrian mall designed to relieve bus congestion and create pedestrian destination to spur economic development

Mall History

Mall was designed by I.M. Pei and Associates and was opened in 1982



WHAT ARE THE MALL'S NEEDS FOR THE NEXT 35 YEARS?

PURPOSE AND NEED FOR THE PROJECT

The Mall needs a flexible and sustainable design to...

- Address deteriorating infrastructure
- Improve pedestrian and vehicle safety
- Maintain mobility for transit and all users
- Increase opportunities for public use

...while honoring Mall's use and iconic design

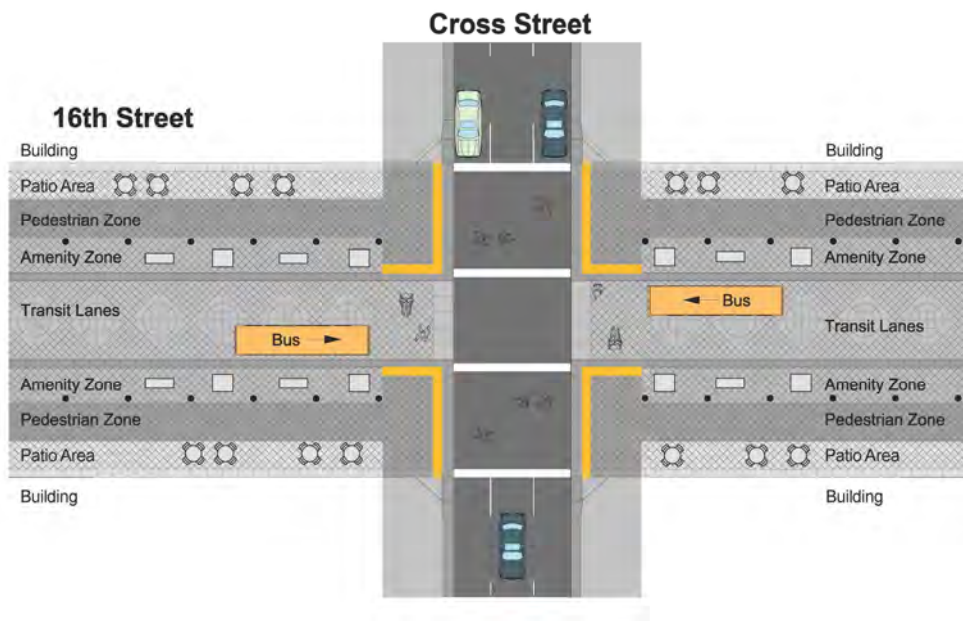
SEVERAL ALTERNATIVES WERE EVALUATED

- Five build alternatives and a No-Build were evaluated for meeting the Purpose and Need.
- A Locally Preferred Alternative (LPA) was selected.
- An analysis to optimize the curb locations was completed on the LPA.
- A design option was developed in response to input during National Historic Preservation Act consultation.
- The EA evaluated both the LPA and the LPA Design Option



KEY FEATURES OF THE LPA

- Reflects features of the historic design
- Allocates space to address mobility, pedestrian safety, and public use
- Replaces failing pavement and tree systems

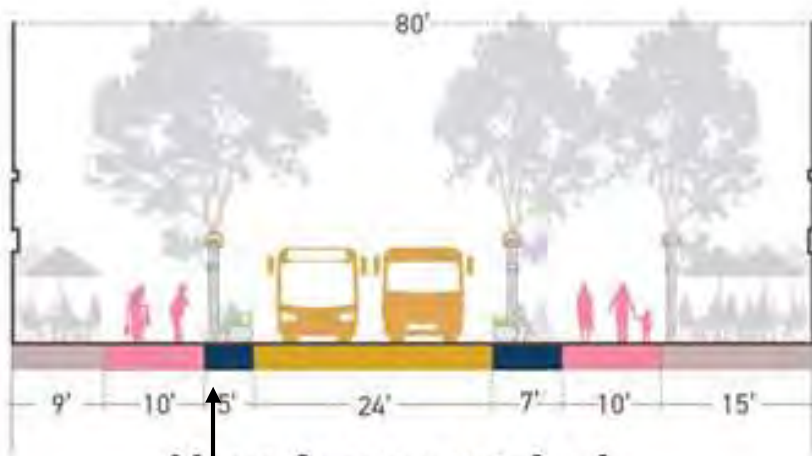


LPA INCLUDES FEATURES OF THE HISTORIC DESIGN

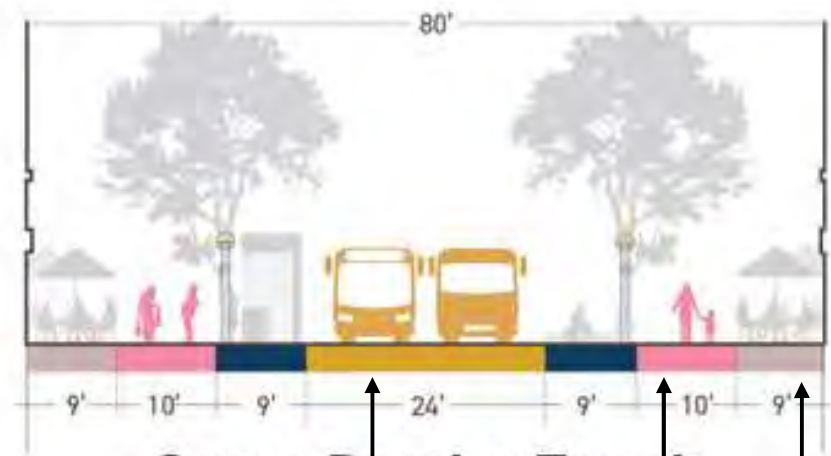
- Granite pavement pattern
- Symmetrical and asymmetrical block locations and transitions
- Tree and light spatial relationships
- Historic replica lights
- Reconstruct Cleveland-to-Broadway triangular block in historic configuration



LPA allocates space to address mobility, pedestrian safety, and public use



New Asymmetrical



Center Running Transit

- REMOVE MEDIANS AND CONSOLIDATE TRANSIT
- 10 FOOT CLEAR PEDESTRIAN WALKWAYS
- RETAIN 9' PATIO SPACE NEXT TO THE BUILDINGS
- AMENITY ZONES WITH TREES FOR PUBLIC GATHERING



LPA replaces failing pavement and improves drainage

Other features

Eliminate curbs along transit way except at bus stops, to provide flexibility in public use

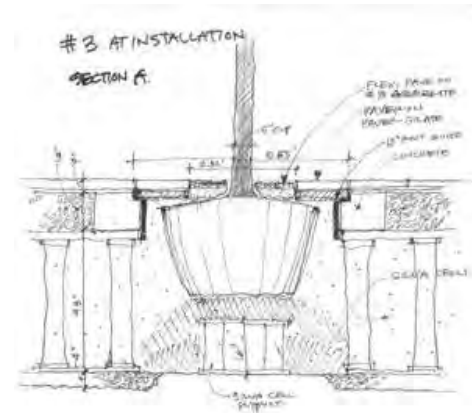
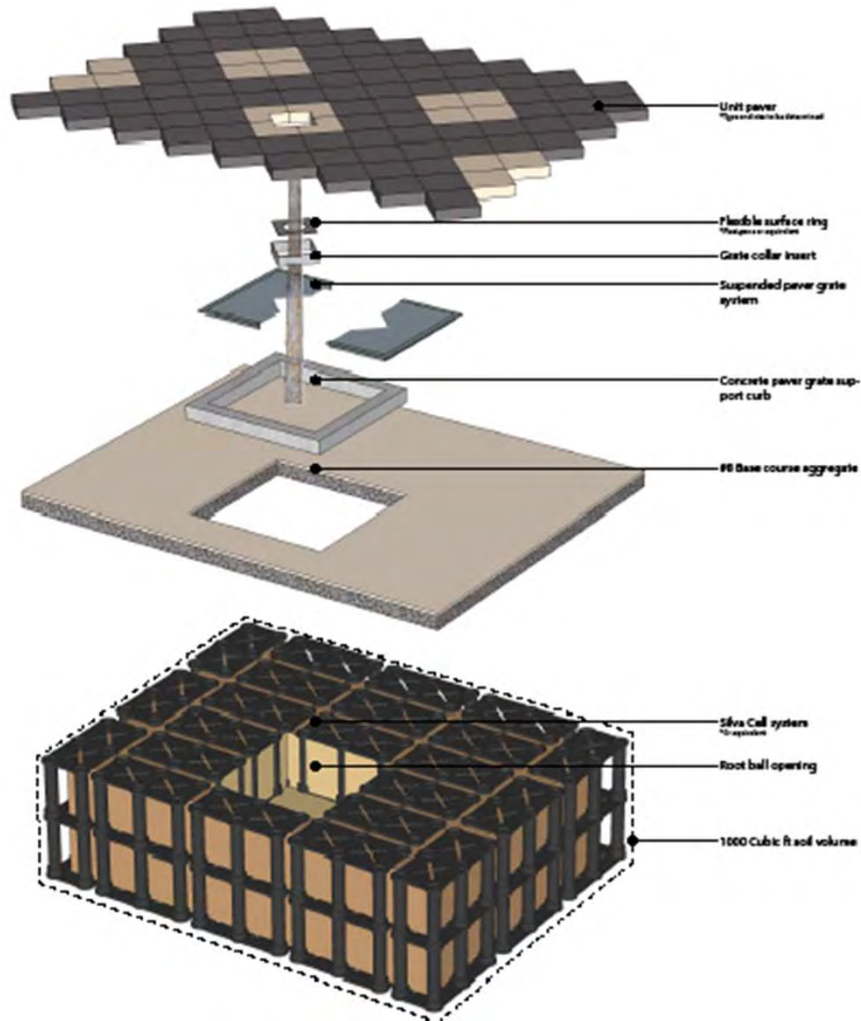
New trees with better underground systems



- Better drainage to reduce maintenance
- New granite pavers in similar diamond pattern
- Improved surface friction for bus and pedestrian safety



LPA improves the tree system for long term tree health



TREE SELECTION CRITERIA

Tree selection criteria reflect both historic design criteria and CCD Forestry standards and diversity requirements

- Adaptability to Denver climate
- Size and crown spread
- Salt tolerance both (air and soil water)
- Tolerance to high pH soils
- Leaf, flower and litter issues
- Growth rate
- Disease and insect resistance
- Percentage in Denver's existing canopy / Genus and Family
- Form, leaf color and texture, and fall color
- Availability

GROWING THE TREES

Site Selection

- Grow within Front Range region in partnership with existing commercial nursery

Tree sourcing, procurement, and preparation phase

- Minimum 10 feet to first branch, with central leader or branching structure
- Sourced from location with similar climate

Contract growing phase

- Trees in specially designed containers
- Irrigation
- Root and structure pruning

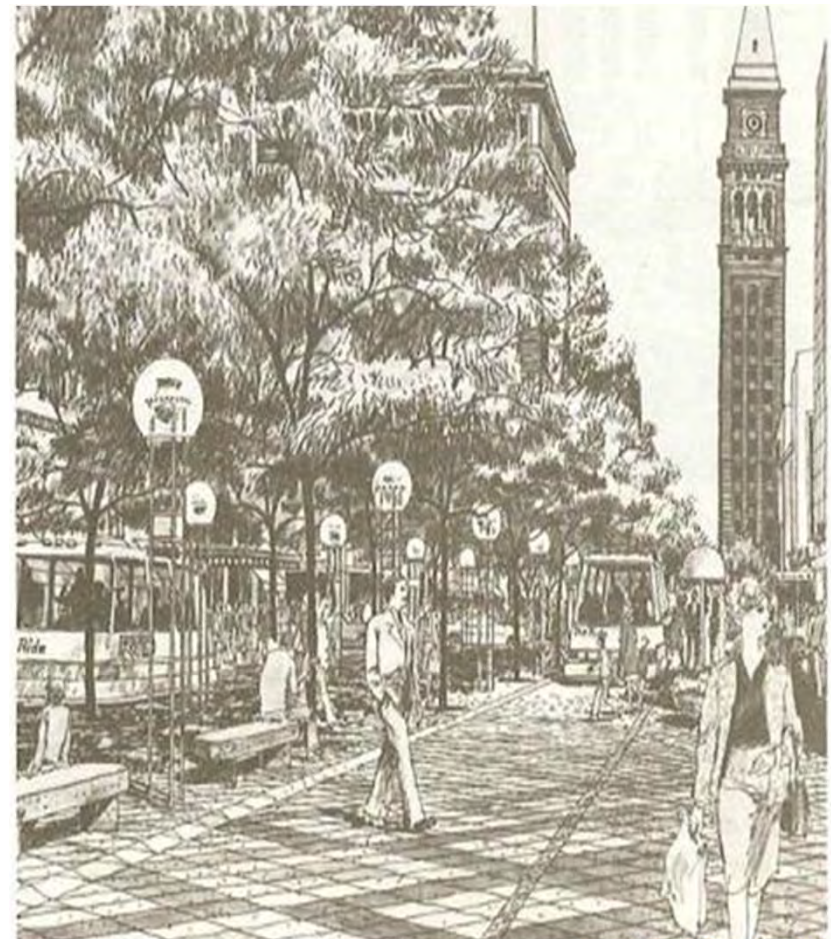
KEY PROJECT BENEFITS OF THE LPA

- Less disruption of transit operation because of reduced transitway maintenance
- Improved pedestrian safety and mobility with 10' clear walkways
- Complies with guidelines for ADA accessibility
- Activates public spaces which strengthens feelings of safety for users
- Improves long-term business revenues due to increased visitors



PERMANENT PROJECT IMPACTS AND MITIGATIONS

- IMPACTS
 - Changes the historic features of the Mall
- MITIGATIONS
 - Commitments to rebuild with same or similar historic materials and spatial relationships
 - Ongoing consultation with historic preservation groups



MALL EXPERIENCE
FUTURE OF DENVER'S 16TH STREET MALL

CONSTRUCTION IMPACTS

- Disruption/detours of Free MallRide
- Noise, changes to access, disruption of pedestrian flow
- Potential business sales decline, particularly for businesses with many walk-in customers
- Visual disruption and reduced tree canopy
- Construction on the Mall is estimated to take between 2 ^{1/2} years and 4 years



MITIGATION FOR CONSTRUCTION IMPACTS

- Maintain reasonable access for businesses and pedestrians, including ADA access
- Provide timely public information, including additional signage, special events, and marketing
- Partner with business organizations to identify additional measures to reduce business impacts
- Develop a Traffic Mitigation Plan to address transit, traffic, and pedestrian access
- Additionally, typical construction mitigations for impacts such as noise and dust



HOW TO COMMENT ON THE ENVIRONMENTAL ASSESSMENT

- At today's meetings

- On project website via iPads
- Hard copy comment forms

- By May 14

- On project website
<https://www.denvergov.org/themallexperience>
- Mail or email
Susan Wood, RTD, 1560 Broadway, Suite 700
Denver CO 80202
Susan.Wood@RTD-Denver.com

NEXT STEPS AND HOW TO STAY INVOLVED

- FTA and project partners will review all comments and consider them in determining how to move forward with the project
- Continue working with historic preservation groups on mitigation commitments



HOW TO STAY INVOLVED

- Planning on the Mall continues for the furnishings and activation
- More public opportunities for comments on furnishings, activation, and construction
- Please sign up for future communication regarding the Mall
- Please visit our project website
<https://www.denvergov.org/themallexperience>





16th Street Mall Environmental Assessment Public Meeting
Date: May 1, 2019
12:00 – 1:00

Name	Zip Code	Organization (Optional)	Email (Optional)
Hunter Sydney	80127		hmsydnoir@gmail.com
Chris Mosher	80203	KDVR Fox 31	
Morgan Hecht	80294	FTA	
Rebecca Stevens	80204	self/Resident	rstevens73@gmail.com
DAVID DEBUS	80202	SELF	Subed1d@yahoo
DERRICK WATSON	80202	C&C Denver	derrick.watson@denvergov.org
Kamy Silva	80015	RTD	
VANESSA NAVARRO	80205	Self	



16th Street Mall Environmental Assessment Public Meeting
Date: May 1, 2019
12:00 – 1:00

Name	Zip Code	Organization (Optional)	Email (Optional)
Stephanie Greco	80230		stephcollins4@yahoo.com
Stephanie Greco	80202		
Matt Blake	80011	AMES	MATT.BLAKE@AMES.CO.GOV
Christina Zazueta	80202	RTD	
Jordan Wright	80202	Lincoln Property Co	JWright@lpc.com
Kiki Turner	80211	CCD	
Ken Tomczak	80104	CCD	



16th Street Mall Environmental Assessment Public Meeting

Date: May 1, 2019

12:00 - 1:00

Name	Zip Code	Organization (Optional)	Email (Optional)
JEFF PEDERSEN	80026	SEH.	jpedersen@sehinc.com
DANA STEELE	80002	RTD	
Josh Rohmer	80602	CCD	
Lynn Painter	80202		lynnp@prsnetwork.com
Steve Chavez	80202	Gart Properties	schavez@gartproperties.com
STEPHANIE SERRA	80202	PEDICABS	laguia@aol.com
VINCE MARTINEZ	80202	DDP	



16th Street Mall Environmental Assessment Public Meeting

Date: May 1, 2019

12:00 – 1:00

Name	Zip Code	Organization (Optional)	Email (Optional)
Sonya DuPuis	80112		
ALISON VANZONNEVELD	80134		
John Desmond	DDP		
ADAM PERKINS	DDP		
Beth Moisky	DPP		
RANDY Thelaw	DDP		
ANDREW Htis	DDP		
Brian Ruby	80249		brian.ruby@amesco.com
Ed Newburn	80202	RTD	
David Beckhouse	80215	FTA	
MARCUS JOHNSON	80214	DEDO	



16th Street Mall Environmental Assessment Public Meeting
Date: May 1, 2019
12:00 – 1:00

Name	Zip Code	Organization (Optional)	Email (Optional)
MaryJo Vobejda	80122	Jacobs	maryjo.vobejda@jacobs.com
Pam Wiegand	80202		rwiegand_lii@sprynet.com
JAMES LEWIS	80203	CCDC/DRMAC	JLEWIS@CCDCONLINE.ORG
GREGG ADAMS	80230	BCER	gadams@bcer.com LOU MARR
Mary Chandler	80218	self	chandler@CRM@
Stephanie Richey	80465	Self	richeysn@comcast.net
Colenda Richey	80465	self	gsrichey@comcast.net
Ashley Wilson	80211	Student	ashleytaylorwilson@gmail.com
KARY WALSH	80112	SEMA	KWALSH@SEMACONSTRUCTION.COM
Lindsey Alarcon	80202	RTM	
LOUIS HANFMAN	80202	SELF	LOWEZH@MSN.COM



16th Street Mall Environmental Assessment Public Meeting
Date: May 1, 2019
5:00 - 6:00

Name	Zip Code	Organization (Optional)	Email (Optional)
Vivian Stovall	80204		VS80204@gmail.com
DAVID CARLOW	80202	—	carlowd@carlow.com
LARRY WALSH	80112	SEMA	LWALSH@SEMACONSTRUCTION.COM
Marylou Moley	80401	—	
Pam & David Kurth	80202	—	David_Kurth@msn.com
Bill James	80204	—	bjames@james.com
Bill Vitale	80202	dry studio	bill@drystudio.com
Zach Bentzler	HDR		



16th Street Mall Environmental Assessment Public Meeting
Date: May 1, 2019
5:00 – 6:00

Name	Zip Code	Organization (Optional)	Email (Optional)
Dave Lenter		AECOM	
Pedro Bran		BLUS	
JOHN McKEE	80202	16 th St Mall	TWITTER
Susan Carlow	80202		
Ed Anderson	80202	RTD	
Liz Adams	80202	CRL Associates	Ladams@CRLAssociates.com
John ENSSLIN	80202	COLO POLITICS	

16th STREET MALL PROJECT

A special meeting for the Deaf and Hard of Hearing Community



To facilitate and ensure effective communication with the Deaf and Hard of Hearing Community - RTD and the City and County of Denver have initiated this special forum to receive public comment.

Learn about the Environmental Assessment and the Mall Experience. If you live in Denver and/or use the 16th Street Mall, we need your input. Come and learn about the proposed new changes for the 16th Street Mall and provide your input on how to make it better.

JOIN US FOR A PUBLIC MEETING ON MAY 8, 2019 - 5:00 PM to 6:00 PM

Wellington E. Webb Building

Room 1. D. 1.

5:00 pm to 6:00 pm

201 West Colfax

Denver, CO

Note: Enter Webb Building on the Court Street Side

- Interpreters will be provided
- CART will be provided
- Food and refreshments will be provided

For other accommodations based on a disability please contact Ed Neuberg at 303-299-2370 or email edward.neuberg@rtd-denver.com



COMMENTS ARE ENCOURAGED!

ENVIRONMENTAL ASSESSMENT RELEASE & 30-DAY PUBLIC COMMENT

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- **RTD Main Office**
1660 Blake Street, Front Desk, Denver, CO 80202
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*Wellington Webb Municipal Office Building, 201 West Colfax Avenue, 10th Floor,
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16th Street Mall Environmental Assessment Public Meeting

May 8, 2019



THE PURPOSE OF THIS MEETING

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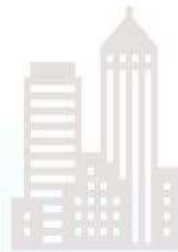


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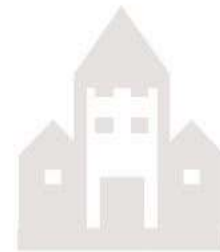
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Transit/pedestrian mall designed to relieve bus congestion and create pedestrian destination to spur economic development

Mall History

Mall was designed by I.M. Pei and Associates and was opened in 1982



WHAT ARE THE MALL'S NEEDS FOR THE NEXT 35 YEARS?

PURPOSE AND NEED FOR THE PROJECT

The Mall needs a flexible and sustainable design to...

- Address deteriorating infrastructure
- Improve pedestrian and vehicle safety
- Maintain mobility for transit and all users
- Increase opportunities for public use

...while honoring Mall's use and iconic design

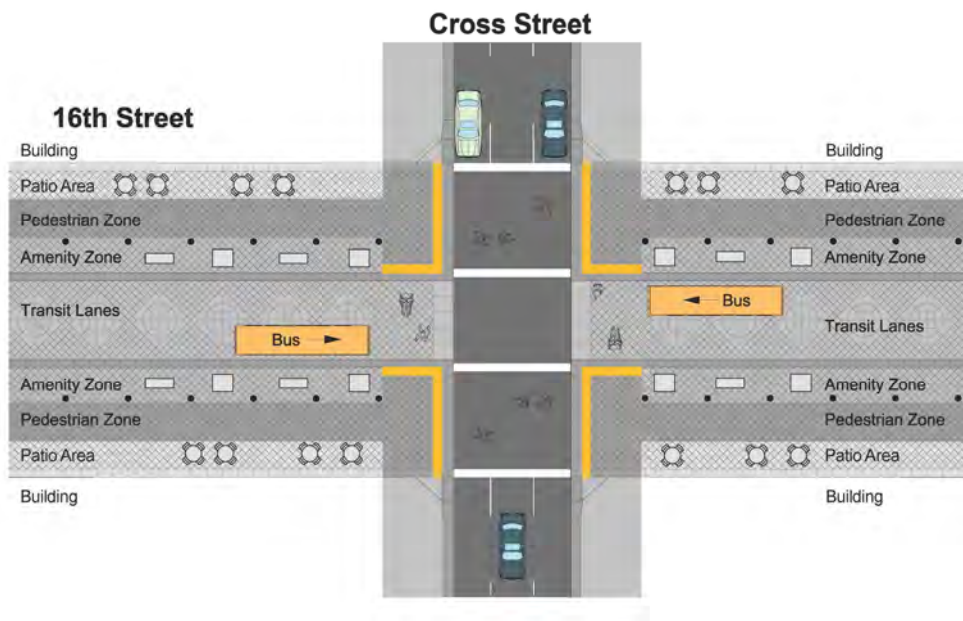
SEVERAL ALTERNATIVES WERE EVALUATED

- Five build alternatives and a No-Build were evaluated for meeting the Purpose and Need.
- A Locally Preferred Alternative (LPA) was selected.
- An analysis to optimize the curb locations was completed on the LPA.
- A design option was developed in response to input during National Historic Preservation Act consultation.
- The EA evaluated both the LPA and the LPA Design Option



KEY FEATURES OF THE LPA

- Reflects features of the historic design
- Allocates space to address mobility, pedestrian safety, and public use
- Replaces failing pavement and tree systems

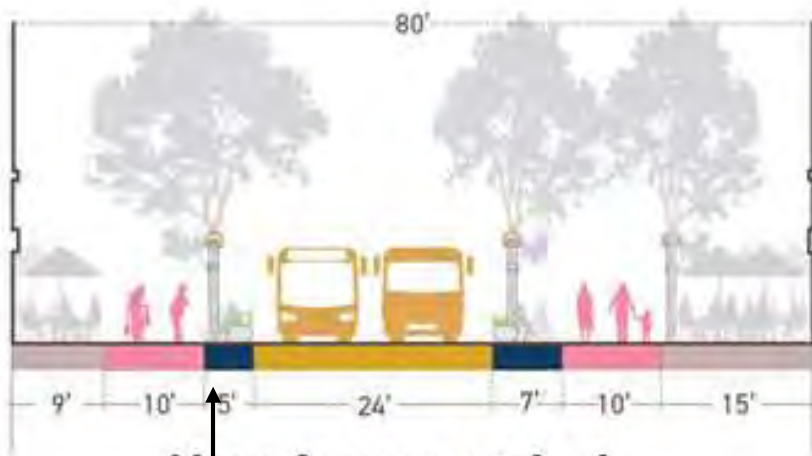


LPA INCLUDES FEATURES OF THE HISTORIC DESIGN

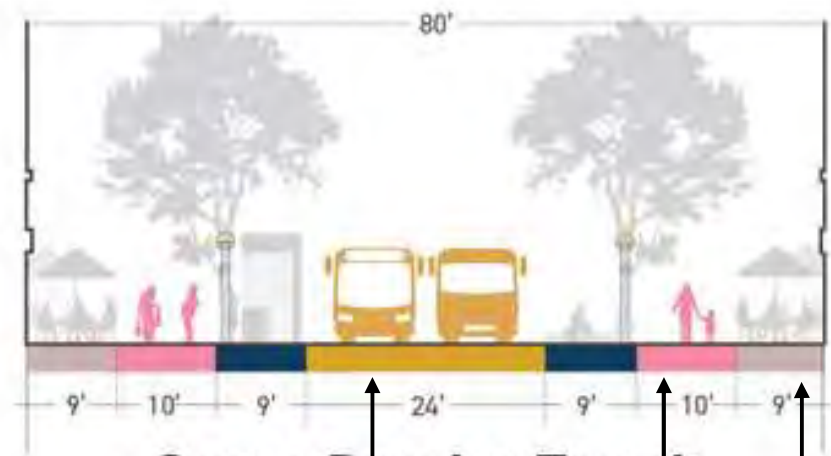
- Granite pavement pattern
- Symmetrical and asymmetrical block locations and transitions
- Tree and light spatial relationships
- Historic replica lights
- Reconstruct Cleveland-to-Broadway triangular block in historic configuration



LPA allocates space to address mobility, pedestrian safety, and public use



New Asymmetrical



Center Running Transit

- REMOVE MEDIANS AND CONSOLIDATE TRANSIT
- 10 FOOT CLEAR PEDESTRIAN WALKWAYS
- RETAIN 9' PATIO SPACE NEXT TO THE BUILDINGS
- AMENITY ZONES WITH TREES FOR PUBLIC GATHERING



LPA replaces failing pavement and improves drainage

Other features

Eliminate curbs along transit way except at bus stops, to provide flexibility in public use

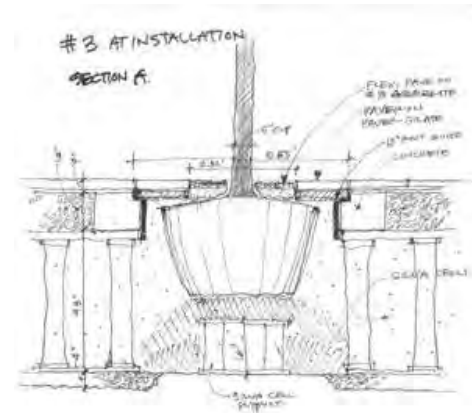
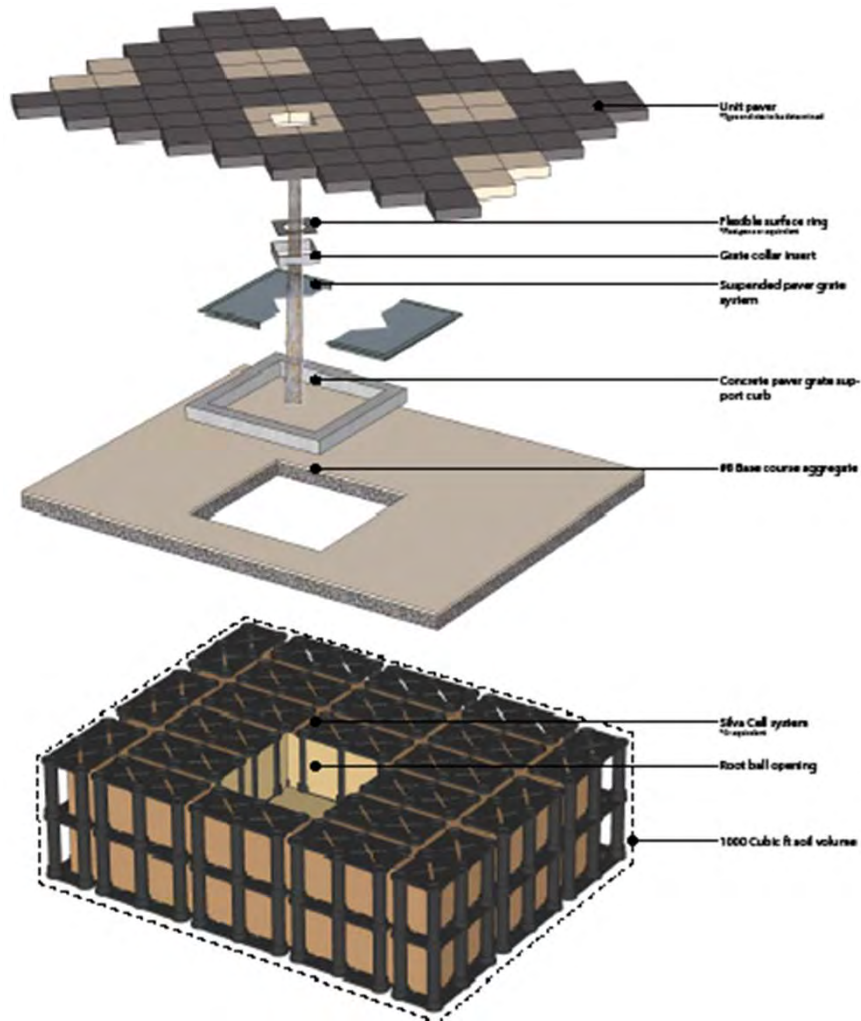
New trees with better underground systems



- Better drainage to reduce maintenance
- New granite pavers in similar diamond pattern
- Improved surface friction for bus and pedestrian safety



LPA improves the tree system for long term tree health



TREE SELECTION CRITERIA

Tree selection criteria reflect both historic design criteria and CCD Forestry standards and diversity requirements

- Adaptability to Denver climate
- Size and crown spread
- Salt tolerance both (air and soil water)
- Tolerance to high pH soils
- Leaf, flower and litter issues
- Growth rate
- Disease and insect resistance
- Percentage in Denver's existing canopy / Genus and Family
- Form, leaf color and texture, and fall color
- Availability

GROWING THE TREES

Site Selection

- Grow within Front Range region in partnership with existing commercial nursery

Tree sourcing, procurement, and preparation phase

- Minimum 10 feet to first branch, with central leader or branching structure
- Sourced from location with similar climate

Contract growing phase

- Trees in specially designed containers
- Irrigation
- Root and structure pruning

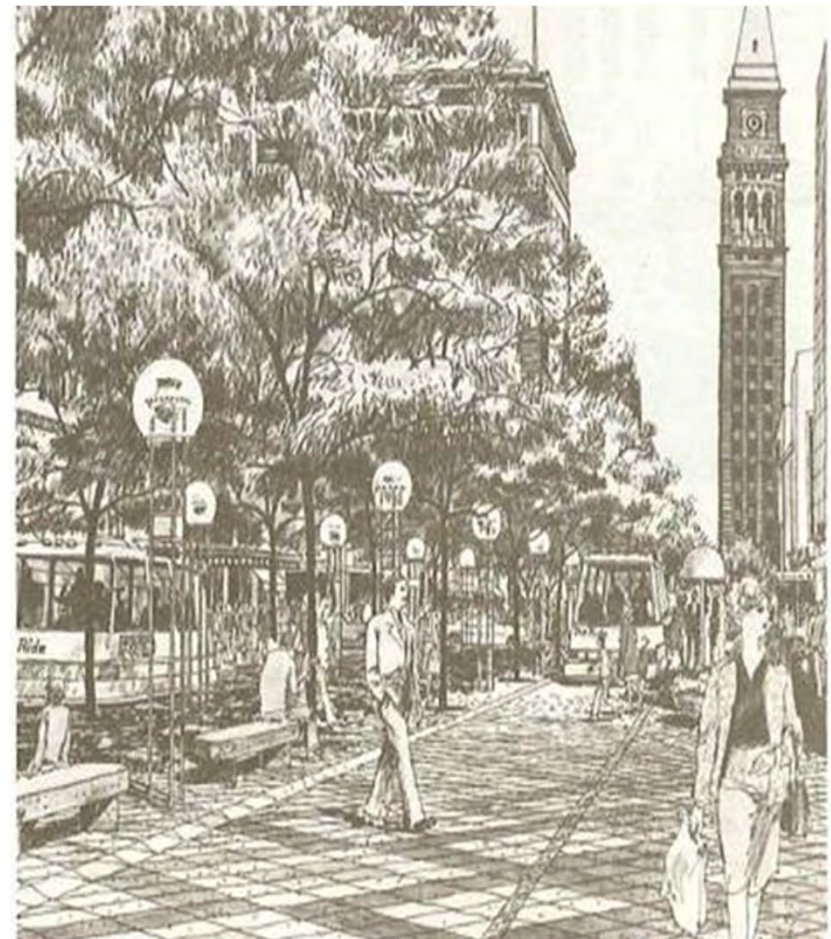
KEY PROJECT BENEFITS OF THE LPA

- Less disruption of transit operation because of reduced transitway maintenance
- Improved pedestrian safety and mobility with 10' clear walkways
- Complies with guidelines for ADA accessibility
- Activates public spaces which strengthens feelings of safety for users
- Improves long-term business revenues due to increased visitors



PERMANENT PROJECT IMPACTS AND MITIGATIONS

- IMPACTS
 - Changes the historic features of the Mall
- MITIGATIONS
 - Commitments to rebuild with same or similar historic materials and spatial relationships
 - Ongoing consultation with historic preservation groups



MALL EXPERIENCE
FUTURE OF DENVER'S
16TH STREET
MALL

CONSTRUCTION IMPACTS

- Disruption/detours of Free MallRide
- Noise, changes to access, disruption of pedestrian flow
- Potential business sales decline, particularly for businesses with many walk-in customers
- Visual disruption and reduced tree canopy
- Construction on the Mall is estimated to take between 2 ^{1/2} years and 4 years



MITIGATION FOR CONSTRUCTION IMPACTS

- Maintain reasonable access for businesses and pedestrians, including ADA access
- Provide timely public information, including additional signage, special events, and marketing
- Partner with business organizations to identify additional measures to reduce business impacts
- Develop a Traffic Mitigation Plan to address transit, traffic, and pedestrian access
- Additionally, typical construction mitigations for impacts such as noise and dust



HOW TO COMMENT ON THE ENVIRONMENTAL ASSESSMENT

- At today's meetings

- On project website via iPads
- Hard copy comment forms

- By May 14

- On project website
<https://www.denvergov.org/themallexperience>
- Mail or email
Susan Wood, RTD, 1560 Broadway, Suite 700
Denver CO 80202
Susan.Wood@RTD-Denver.com

NEXT STEPS AND HOW TO STAY INVOLVED

- FTA and project partners will review all comments and consider them in determining how to move forward with the project
- Continue working with historic preservation groups on mitigation commitments



HOW TO STAY INVOLVED

- Planning on the Mall continues for the furnishings and activation
- More public opportunities for comments on furnishings, activation, and construction
- Please sign up for future communication regarding the Mall
- Please visit our project website
<https://www.denvergov.org/themallexperience>



To: Brian Pinkerton

From: Advisory Committee for People with Disabilities (RTD)

Thank you for your presentation on August 22, 2019. The ACPD has had 5 presentations from various groups charged to re-design the 16th Street Mall. Most of our concerns that have been presented in these meetings have been met. These include improved texture of granite or any other service used for the sidewalks, a raised platform to help mobility devices exit and enter mall busses safely. Directional paving to help our blind community navigate the mall and other suggestions that we hope will make the mall accessible to all.

However, the only outstanding issue is whether to include a curb along the bus path. This is an issue that ACPD suggests that you work directly with the organizations that deal with people who are blind or have visual issues. These include the Colorado Center for the Blind and the National Federation of the blind. We feel it is imperative that you work with these groups directly to insure they are comfortable and feel safe with designs that will affect their use of the mall. Brian, you had mentioned that the “wash” could be designed in a way to insure people who use a white cane can identify the bus lane. We hope that this suggestion and others are communicated to the organizations above.

We also have a committee member who volunteered to be a liaison between you and these organizations. Anahit Labarre is an active member of the blind community and is excited to be working with you on these issues. You can reach her at alabarre@cocenter.org

720-334-3652

ACPD is available to you at any time for feedback or input to this project. As issues arise, we hope you feel comfortable sharing information with us so that we can assist in making this project accessible and enjoyable for all.

Respectfully Submitted,

Jaime Lewis, Chair ACPD