



Alternatives Analysis and Environmental Clearance Scoping Summary Report

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

- Agency meetings:
 - Initial project meeting: City and County of Denver, Regional Transportation District (RTD), Downtown Denver Partnership, and Federal Transit Administration (FTA): May 2, 2017.
 - National Environmental Policy Act (NEPA) process scoping meeting: City and County of Denver, RTD, and FTA: May 18, 2017.
 - Initial consultation under Section 106 of the National Historic Preservation Act, with the State Historic Preservation Officer, Historic Denver, Colorado Preservation, Inc., LoDo District, Inc., City and County of Denver, Downtown Denver Partnership, RTD, and FTA: July 25, 2017.
- Small group meetings: June 19-20, 2017
- Stakeholder working group workshop: June 28-30, 2017
- Public outreach at the Meet in the Street event on the 16th Street Mall: July 22, 2017.
- Public scoping meetings: July 27, 2017 at 12:00 p.m. and 5:00 p.m.

Agency Meetings Summary

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

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



process. The consultant team walked through the approaches for Section 106 consultation and public scoping. Meeting minutes are included in **Appendix A**.

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

Small Group Meetings Summary

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

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

Table 1. Key Themes from Small Group Meetings

<p><i>1. What do you think currently works well on the Mall? Why?</i></p> <ul style="list-style-type: none"> • Connectivity/Mobility – Some stakeholders said the transit, MallRide, moves passengers quickly up and down the Mall connecting riders to the next point of their destination. • Accessibility for disabled – One stakeholder commented how the Mall is accommodating for wheelchairs, but increasing audio abilities and opportunities extends that accessibility to the blind and gives more users independence to navigate the Mall.
<p><i>2. What concerns do you have about the current conditions of the Mall? Why?</i></p> <ul style="list-style-type: none"> • Security – Security and crime prevention was the most discussed and the highest priority for a successful Mall, especially in the case of homelessness and panhandling. The group said the safety and security measures need to be integrated through the entire environmental design of the Mall. Some individuals said that downtown is not as bad of a place as perceived publicly and it’s one of the nicer downtowns in the country, while others contradicted this idea saying there is a negative perception of the Mall with more crime, drugs and patron disruption. Stakeholders agreed that there has been an increase in security measures with gating/blocking alleys that puts people more at ease and pushes the undesirables out. To that point however, there are concerns with the lack of security enforcement and trespassing in alleys. Others identified that Union Station feels safe but this feeling doesn’t resonate throughout the Mall.

- **Design and materials** – Many agreed that the Mall is outdated in its design and amenities and commented on the danger of the potholes, cracks and paving material especially during inclement weather. They said it is a prime public space that needs to be updated.
- **Connectivity/Destination** – The group agreed that there needs to be connectivity along the Mall and it needs to be a destination and not just a visitor thoroughfare. They said the Mall needs to be connected from Civic Center to Union Station with lots of different opportunities in retail, independent restaurants, art galleries, etc.

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

- **Activation/cultural destination** – Others noted how activation is a priority for the future of 16th Street Mall making it a destination and more desirable for adults working during the week and families on the weekend. They want to see activation on the Mall using the right mix of retail, unique vendors, food carts, pianos, increased outdoor seating, concerts, rooftop events, public art, etc.
- **Aesthetic/Appearance** - Several individuals commented on the aesthetics of the Mall and the need for store maintenance and up-keep and the need for cohesion and consistent connectivity between Civic Center up to Union Station using wider sidewalks, curblets, a possible overhead tram for transit, landscaping with trees and greenery, a combination of hard and soft-scape, and wayfinding.
- **Redevelopment/expanded retail** – Many stakeholders commented on moving out older retail chains and updating with new, higher end retail with the likes of Magnificent Mile in Chicago and redeveloping the Market Street area. Some stakeholders remarked how the Mall is attracting new retail development with bringing in Sephora and Target.
- **Multi-modal opportunities** – Several stakeholders agreed the Mall needs to be multi-modal including transit, pedestrian, bike, carriages, pedicabs, etc., and the proximity between all modes needs to be safe and comfortable given the limited real estate. Others mentioned the opportunity to slow the speed of the busses down as a safety measure between transit and pedestrians. They also noted that the MallRide is often a hit or miss and needs to run on a more regular schedule.

Stakeholder Working Group Workshop Summary

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

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

Day 2 focused on discovering the Mall’s ideal future. In the morning, breakout groups developed ideal future statements for the Mall accompanied by photos of other public spaces around the



world that illustrate concepts within the ideal future statements. **Appendix C** provides a summary of the ideal future statements and accompanying illustrative photos.

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

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

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

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

<i>Economic/Retail Breakout Session</i>
<ul style="list-style-type: none"> • Retail is one component of the Mall. • Retail is linked to transit ridership. • The Mall experience is important to retail. • What type of experience is authentic to Denver? • In general, retail is changing. Customers have unlimited retail at their fingertips online. • Retail for daily living is important to local population. • What are barriers stopping some retailers from locating on the Mall? • What’s the overall vision or brand for the Mall? • What are the opportunities for alleys? • What’s the right mix of chains and local businesses?
<i>Social/Human Experience Breakout Session</i>
<ul style="list-style-type: none"> • Positive interaction is important. • Incorporate innovation and sustainability. • People want modern amenities such as Wi-Fi. • What are opportunities for infill development? • Will millennials want to raise families on or near the Mall?

- Retail for living needs residents to live nearby.
- What types of food retail are ideal or is their market for all?
- What's the proper mix of retail?
- The Mall is missing a great public space.
- People like the pianos.
- Should street performers be managed?
- Allow for flexibility in transportation and for alternative transportation sources such as Pedi cabs and horses.
- What types of advanced entertainment/marketing technologies can be applied (e.g. holograms at Disney)?
- Seasons should be used as part of the Mall experience.

Mobility Breakout Session

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

Demographics Breakout Session

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

Group Discussion Session

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

Meet in the Street and Public Open House Summary

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

On July 22, several project team members staffed an information table at the Meet in the Street event from noon-4 p.m., just outside the Paramount Café between Welton and Glenarm streets. Team members informed and directly engaged nearly 50 community members throughout the day providing participants with the project’s purpose and need, study boundaries, schedule, prior studies leading up to where we are now, and public input to date. A diverse group of



community members including downtown and area residents, along with Mall employees and occasional visitors, completed 11 comment forms in person and/or by mail that provided valuable feedback on what they find is working well on the mall, their concerns of current conditions, and what they would consider a success for the future mall. These comments are included at the end of this document. Below are the common themes collected from both events.

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

- **The MallRide** – Several community members said they like the MallRide and how it connects people from Civic Center to Union Station. A few noted how they would like the MallRide to run more frequently during weekends.
- **Multi-modal Access** – Other members of the public noted how accessible the Mall is and more specifically, how it's bicycle and pedestrian friendly. Many commented that they would like extended hours for bicyclists throughout the weekdays, not just the weekends.
- **Activation/Aesthetics** – A few community members agreed that events such as Meet in the Street and the restaurant patios help increase activation along Mall. Another mentioned by extending restaurant patios, widening pedestrian access and sidewalk navigation would be considerably easier. Others commented on the efforts and success of the Downtown Denver Partnership (DDP) and the Business Improvement District's (BID) contribution making the mall cleaner and more visually appealing. Some encouraged this program be continued and increase the pay for BID clean-up staff.

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

- **Safety** – Security and crime were the highest concerns for community members, especially in the case of homelessness and panhandling. Several said this issue leads to loitering and damage along the mall. While a few agreed that there has been an increase in the police presence, several commented the officers congregate in isolated areas and do not scan and spread out along with the mall. Some suggested the use of private security as similar to the area around Union Station.
- **Paver Materials and Design** – Many community members stressed the danger of the current Mall pavers including the potholes, cracks, and slick material, especially during inclement weather, as well as frustration from the ongoing maintenance of the pavers and related inconvenience. Some suggested replacing the current material with a designed concrete while others opposed concrete. Several felt the material should be replaced but noted the importance to keep the historic design of the Mall (i.e., southwestern/snake/diamond pattern).

Figure 1. Public Engagement at Meet in the Street Information Table



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

- Activation/Placemaking** – Several members of the public spoke to activation and placemaking when they shared considerations of what would be successful for the future Mall. Many mentioned they would like to see more events like Meet in the Street as well as public art exhibits to draw suburbanites. Others noted Skyline Park as an area of underutilization and opportunity to increase activation.
- Redevelopment/Expanded Retail** – Many commented on moving out older retail chains and updating with new, higher-end retail with the likes of the Magnificent Mile in Chicago and redeveloping the Market Street area. Some stakeholders expressed excitement regarding new retail on the Mall including Sephora and Target.

On July 27, 2017, the project team held an open house during two separate sessions at RTD headquarters. Nearly 30 community members attended the first session from 12-1 p.m., while close to 15 attended the 5-6 p.m. session. The same information was provided at each session. The informative open house stations allowed stakeholders and the broader community multiple ways to directly engage and interact with the project team at various substantive areas of their choice. Stations provided baseline information on the project and how the Alternatives Analysis



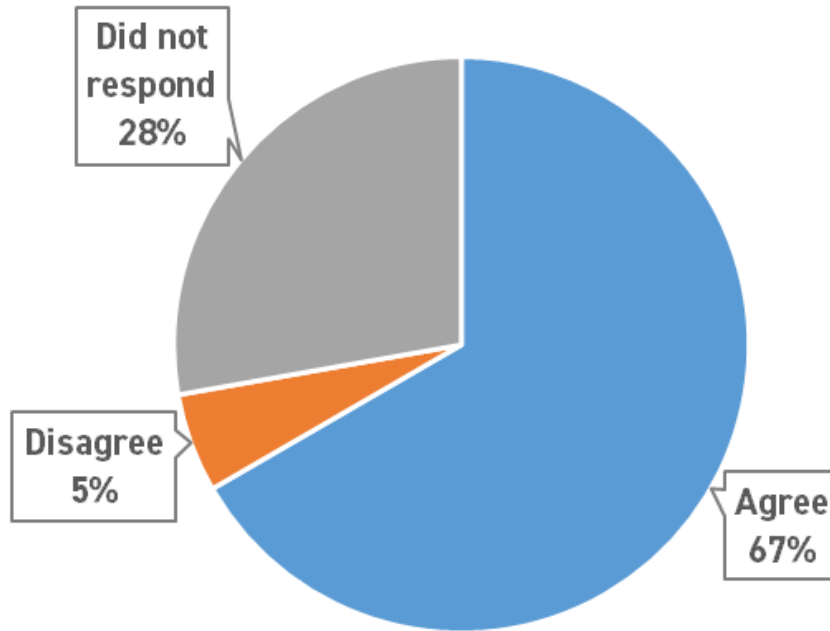
and Environmental Clearance builds on previous studies, most recently the Mall Experience. Display boards and maps presented at the public open house are provided in **Appendix D**.

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

- **Paver Material/Design** – The majority of comments remarked on the danger of the current Mall pavers and its outdated design. Several community members said the current material is very slick, especially in wet weather conditions. Some suggested to project team members that the material be replaced with high quality concrete and to adhere to the historical, Western heritage of Denver (e.g., similar to the current diamond design). Others said the historical community should be responsible for replacing the pavers if they support the preservation of this material.
- **Safety/Security/Homeless** – Several community members expressed concern over their safety from the transient/homeless population along the Mall, specifically at intersections such as California Street and in and around the median amenities. Many indicated how these attractions are becoming social issues with young transients making the Mall undesirable and “unsafe.” Some suggested adding more public restrooms and suggested utilizing old buildings for police security stations and dedicated police cover along the Mall to help mitigate the crime and homeless.
- **Activation/Retail** – Many community members noted how they would like to see an increase in Mall events and additional new retail such as Target. Many expressed wanting to see more engaging activities like movies and concerts along the Mall. Some expressed to project team members that event management on the Mall can be improved and it often can be too busy.
- **RTD Shuttle Schedule/Maintenance/Transit** – A few community members explained how the MallRide does not run frequently enough and would like to see improved conditions on the inside of the free Mall shuttles. Several commented how they would like asymmetrical blocks on the Mall and suggested adjoining buses, creating more space for the aforementioned activation/retail.
- **Green Space/Trees** – Many attendees said they wanted more trees along the Mall, creating more canopies, and they highlighted areas on the asymmetrical and symmetrical blocks where they would like to see more trees.
- **Consider Previous Study Documentation** – There should be consideration given to design-specific feedback provided by industry experts during prior study efforts.
- **Letter from Denver Architectural Foundation** – A few attendees highlighted the importance of reading the letter from the Denver Architectural Foundation. The Letter from Denver Architectural Foundation is located in **Appendix D**.

Attendees were asked for input on the proposed purpose and need for the project, resources of concern, and what they consider an ideal future of the Mall. Approximately 18 comment forms were submitted, as summarized below.

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

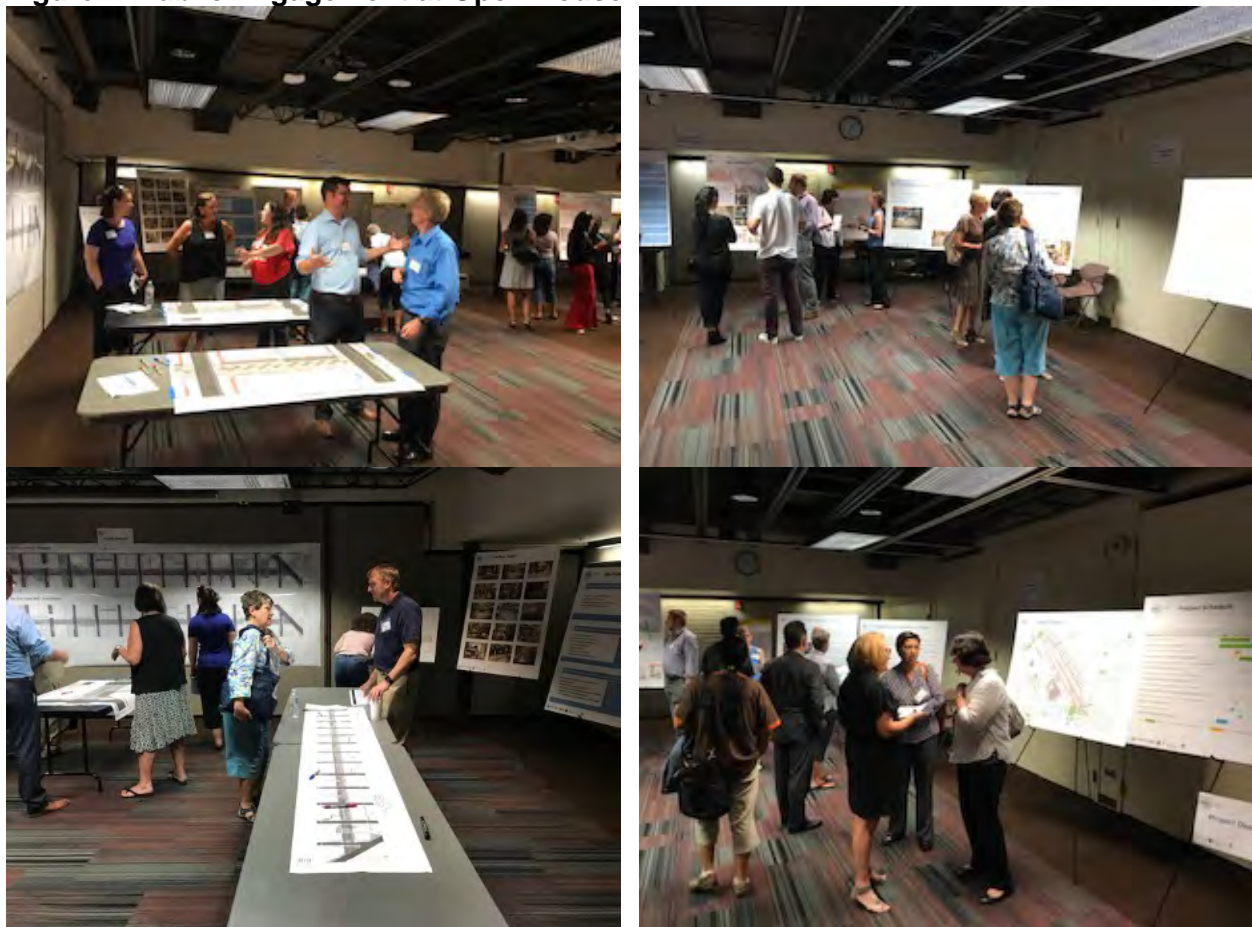


Approximately 12 of 18 responses were in resounding agreement with the purpose and needs for improving the 16th Street Mall. Many felt the Mall needed design, safety, and security improvements, and needs to be a destination rather than a thoroughfare. Others wanted to see the transit improvements extending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

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

- Visual/Aesthetics – 9 responses
- Safety and Security – 9 responses
- Economics – 5 responses
- Historic Resources - 4 responses
- Recreational Resources – 3 responses
- Water Quality – 1 response

Figure 2. Public Engagement at Open House



Themes expressed regarding resource considerations included:

- **Appearance** – Some community members mentioned how they would like to see more green space, trees, public art, interaction, etc. and the maintenance (e.g., cleaning/upkeep) of businesses and holding individual owners accountable for any damage or disrepair. One attendee mentioned how they love the interactive IKE boards, which are digital kiosks located at intersections along the Mall that provide directions and event information for visitors.
- **Transit** – A few community members suggested running the bus line through the center of the Mall and leave sides for pedestrians and businesses, etc., while others did not like the continuing the “asymmetric” pattern, adjoining the buses in the middle.

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

- **Improvement Extension** – Some want to see the treatment extend into the cross-streets - even as far as the 14th Street bike path and 19th Street.
- **Bike/Pedestrian Access** – Several community members would like to see more access for bicycles and pedestrians, with increased bike use during the week rather than only the weekends.

Appendix A

Agency Meeting Notes



16th Street Mall Project Initiation Meeting

May 2, 2017

Attendees: RTD: Cory Granrud, Jeff Clupfh/Engineering, Susan Wood, Tim Papadinoff/Urban Designer;
CCD: Bar Chadwick, Brian Pinkerton, Brad Buchanan; **DDP:** John Desmond; **FTA:** Larry Squires;
Consultant Team

Welcome and Introductions

Meeting attendees introduced themselves, and the consultant team introduced the project.

Project Goals and Concerns

1. What will you consider a success for this project?

- Get something done
- Sustainability (economics)
 - \$1M per year for maintenance of just the transitway
 - Maintenance work is usually night and weekend work but can impact restaurants and their experience
 - Safety concerns
 - the mall is a huge economic engine for the City
 - Diversity of business and experience. Plus need to make sure it's complementary to the rest of downtown
- Sustainability (environmental)
 - Success would be a mobility corridor, a place for people, and a spine for downtown
 - A place to go to rather than through
- Quality, legacy, experience
- 40,000 boardings per day
- Delivery of a well-defined project based on a well-defined purpose and need
 - Delivery and implementation of a well-defined project that is vetted publicly
- Well defined stakeholders
 - For the prior effort, RTD held meetings during the day for downtown workers plus evening events for others
 - Think about the users of the Mall as the stakeholders
- Design considerations
 - Think about the visitors as well
 - Accessibility for those who depend on public transit exclusively
 - Concentric circles from downtown into metro Denver
 - Brand of Denver and the Mall



- A more inviting place downtown
 - Challenging to get friends and family to come downtown for entertainment
 - Safety consideration
 - Better shopping/retail
 - Lots of options
 - Stimulating and enjoyable environmental that stimulate people to hang out outside
 - Uniqueness
 - Authentic to Denver
- Can time be a factor in defining measures of success? Is it different during business hours from nights and weekends
- Balancing all the needs of the corridor
 - Transit, Pedestrians, Business, Residential
 - Comparison to Park Meadows Mall where profit is the primary goal; Mall needs to balance more than just profit

2. What is your vision for the Mall?

- Constructive tension between the various goals and uses
- Represent the best of Denver – past, present, and future
 - People friendly place
 - Inviting and egalitarian
- Iconic
 - Authentically Denver
 - Union Station fountain
 - Some furnishings along the Mall are hot
- Resilient, sustainability, experience, programming, legacy, accessibility
- Maintain a transit way
- Flexibility in temporal operations of the Mall and shuttle
 - Three Saturdays this year will take shuttles off for MITS
 - Loss of shuttles at times could be confusing to visitors
- Create a place - Bar
- FTA funding grant of \$10M for operations plus additional \$1M for maintenance, based on ridership
- The Mall and the Mall shuttle connect Civic Center and Union Station
 - Critical component of RTD's overall system
- Brings people together from light rail, shuttle, and pedestrians

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

Previous Studies

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

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

Schedule

The group discussed the proposed project schedule and stakeholder workshop approach. RTD suggested defining all potential funding opportunities. Include FTA grant as a part of this. John suggested a design and construction schedule.



A series of stakeholder workshops will be key to project progress. The first workshop is proposed for June 28-30. The second workshop is proposed for September 6-8 or the week of Sept 11.

Committees and Membership

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

Project Leadership Team

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

Workshop Attendees – Stakeholder Working Group

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

Small Groups

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

Mall Partners

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



DOWNTOWN DENVER
PARTNERSHIP, INC.



16th Street Mall NEPA Scoping Meeting

May 18, 2017; held at RTD 1560 Broadway

Attending: Bar Chadwick/City and County of Denver (CCD), Jyostna Vishwakarma/Regional Transportation District (RTD), Susan Wood/RTD, Larry Squires/Federal Transit Administration (FTA), Mandy Whorton/CH2M, Colleen Kirby Roberts/CH2M, Brian Pinkerton/CCD, Angela Jo Woolcott/GBSM, Sara Orton/CH2M

Action items are underlined; decisions are highlighted gray.

Purpose of Meeting

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

Summary of Meeting Notes

1. Objectives and Recommendations of Prior Studies and Plans

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

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

2. Preliminary Purpose and Need

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

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

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

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

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

3. NEPA Class of Action

The team discussed the proposal to scope the project as an Environmental Assessment (EA) and look at the potential to downclass the action to a Categorical Exclusion (CE) at a later date if we determine there is no potential for significant impacts, and stakeholders are able to come to consensus easily over the Preferred Alternative and design elements.

The team discussed whether there would be an advantage to downclass to a CE. Mandy and Colleen noted they thought it would reduce the time needed for reviews and approval in 2018 because there wouldn't be a need for multiple agency reviews of an EA document, public review of the EA, and subsequent decision document. Larry noted the EA could be very focused and short and would not need long agency review periods; it could be produced in a fairly streamlined manner.

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

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

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

4. Section 106 Consultation Approach

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

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

5. Public Scoping Approach

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

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

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

6. Draft NEPA Schedule

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



Decisions

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



Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting #1
RTD/Civic Center

July 25, 2017
10:30 am – 12:00 pm

Meeting Notes

Attendees: See attached Sign-in sheet

Introductions and Presentation

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

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

Discussion

Purpose and Need

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

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





also move from a project goal to a project need. The agencies will consider this input and get back to the group.

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

Area of Potential Effects

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

Process – Next Steps

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

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

Action Items

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



DENVER
THE MILE HIGH CITY

RTD



DOWNTOWN DENVER
PARTNERSHIP, INC.





Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting
#1 RTD/Civic Center

July 25, 2017
10:30 am – 12:00 pm

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



DOWNTOWN DENVER
PARTNERSHIP, INC.



Alternatives Analysis & Environmental Clearance

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

LOWER DOWNTOWN DISTRICT

Attended	Name	Organization	Email
	Max Bear	Cheyenne and Arapaho Tribes	[REDACTED]
	Jennifer Bryant	OAHP	[REDACTED]
✓	Bar Chadwick	City & County of Denver	[REDACTED]
✓	John Desmond	Downtown Denver Partnership	[REDACTED]
✓	Tami Door	Downtown Denver Partnership	[REDACTED]
✓	Jim Graebner	Lower-Downtown Neighborhood Assoc. (LoDeNa)	[REDACTED]
✓	Kim Grant	Colorado Preservation, Inc.	[REDACTED]
	Lyman Guy	Apache Tribe	[REDACTED]
✓	Kara Hahn	City & County of Denver	[REDACTED]
	Eddie Hamilton	Cheyenne and Arapaho Tribes	[REDACTED]
	Scott Hergenrader	City & County of Denver	[REDACTED]
✓	Annie Levinsky	Historic Denver	[REDACTED]
	Karen Little Coyote	Cheyenne and Arapaho Tribes	[REDACTED]
	William Nelson	Comanche Nation	[REDACTED]
✓	John Olson	Historic Denver	[REDACTED]
	Sara Orton	CH2M	[REDACTED]
✓	Brian Pinkerton	City & County of Denver	[REDACTED]
	Colleen Kirby Roberts	CH2M	[REDACTED]
X	Joseph Saldibar	OAHP	[REDACTED]
✓	Lucinda Sanders	The Olin Studio	[REDACTED]
✓	Larry Squires	FTA	[REDACTED]
✓	Jyotsna Vishwakarma	RTD	[REDACTED]
	Mary Jo Vobejda	CH2M	[REDACTED]
✓	Jason Whitlock	City & County of Denver	[REDACTED]
	Mandy Whorton	CH2M	[REDACTED]
<i>AW</i>	Susan Wood	RTD Denver	[REDACTED]
✓	Perry Edman	RTD Denver	[REDACTED]

Appendix B

Small Group Meeting Attendance and Materials

Dear 16th Street Mall Stakeholder,

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

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

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

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

During the meeting we will:

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

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

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

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

Sincerely,

The 16th Street Mall Project Team

Dear 16th Street Mall Stakeholder,

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

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

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

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

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

Sincerely,

The 16th Street Mall Project Team

16th Street Mall Small Group Meetings

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

Attendees:

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

Monday, June 19 – 3 PM, Hospitality/Tourism

Attendees:

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

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

Attendees:

- 1600 Glenarm
- Five Points Business Association
- Golden Triangle
- Rio Grande Lofts
- Larimer Place
- LoDo District
- LODONA



Tuesday, June 20 – 10 AM, Property Owners/Businesses

Attendees:

- 1515 Arapahoe
- Callahan
- NAI Shames Makovsky
- Unico
- Walgreens



June 19/20, 2017
16th Street Mall Small Group Interview Notes

Hospitality/Tourism

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

Special Interests

- “What is success?”
 - Right mix of retail
 - Wider sidewalks
 - Greenery, trees
 - Activated space, concerts on Fridays
- Need better accessibility for blind patrons
- Pedestrian focused design
- Water features for kids
- Permanent public restrooms
- Bus speed is not safe; should be 10-15 mph

- Unique parking solutions
- Ambassadors for mall
- Safe walking, materials for pedestrians
- Public Art
- Activate with traffic
- More - walk the beat program, dedicated officers, police presence/enhancements
- Like Meet in the Street
- Concerns:
 - Not contemporary
 - Competitive with DUS
 - Density
 - More people = safety concerns
 - Not ignore homelessness
 - Honoring past
 - Not family friendly
 - No shuttle when you need it, level of service
 - Haves/have nots
 - Some sections good
 - Some sections bad
 - McDonalds issues
 - Ped/vehicular issues
- Paving outdated/facelift/lifespan
- Better retail offerings
- How market/wayfinding signage
- Proximity of pedestrians and buses
- Horse carriages can get spooked
- Biking should be allowed every day of the week

Residential Group

- What is currently going well?
 - Skyline park activities
 - Dynamic programming
 - Kiosks
 - Mall ride
 - pianos/art
 - Provides mobility options to meetings, food options
 - Connect to DUS
 - Connect to Golden Triangle
 - Food vendors
 - Sidewalk cafes, more accessible than food vendors in medians
- Core block safety and homelessness issues – Stout/California/Champa
- Residential blocks need a quiet zone

- Increase in panhandling
- Noise pedicabs/noise rises
- Alley closures good, want more
- Walk the Beat program has been good
- Civic Center Station changes have been great
- DPD trespassing laws are not properly enforced
- Wayfinding is only Mall focused – should expand to side streets
- Connections to side streets need to be better
- Tally \$ on previous studies
- Public market
- Wider sidewalks, nonslip surface
- Like medians
- Retail offerings, window shopping
- Art galleries, magnificent mall
- trees/canopy
- Xmas windows for retail

Appendix C

Stakeholder Working Group Workshop Materials

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall Outcomes: Direction for Alternatives

Day 1 - June 28, 2017
How we got here and Mind Expansion

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

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall Outcomes: Direction for Alternatives

Day 2 – June 29, 2017
Discovering the Mall's Ideal Future

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

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall Outcomes: Direction for Alternatives

Day 3 – June 30, 2017
Planning the Next Steps

Time	Task	Group
8:30 – 9:00	Review yesterday's conclusions	Large
9:00 – 9:30	Present the Purpose and Need Discuss and refine based on the last 2 days	Large
9:30 – 10:00	Discuss Possible Evaluation Criteria	Large
10:00 – 10:15	BREAK	
10:15 – 11:00	Discuss topics outside the physical improvements of the Mall and identified groups or a task force to move topics forward before the next workshop Define Action items for participants	Large
11:00 – 11:45	Review yesterday's Ideal Futures with requirements addressed and discuss Common Elements	Large
11:45 – 12:00	Next Steps and Workshop #2	Large

Why this project

Proposed Purpose Statement

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

Need Factors

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

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

Goals

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

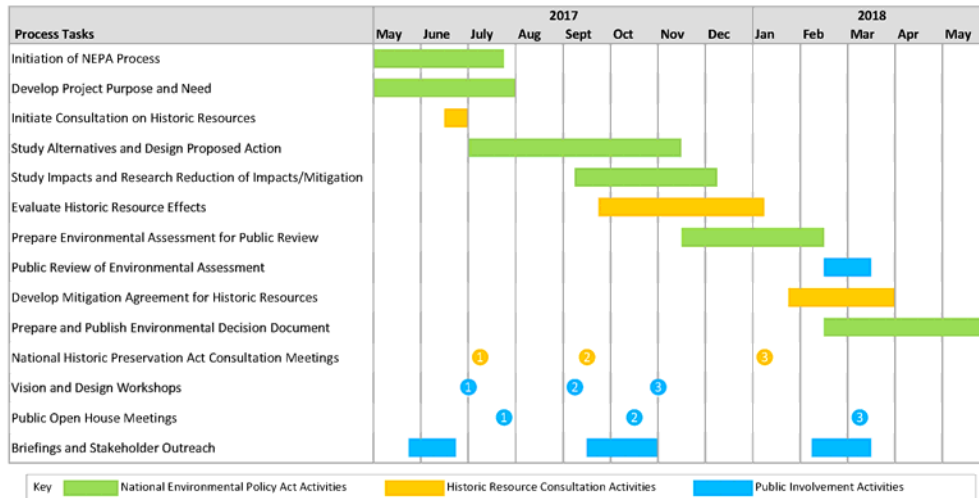
Roles

Project Leadership Team – advocates for the process and its outcomes

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

The workshop attendees will be selected to represent the owners, managers, and administrators of the 16th Street Mall.

Process



Ideal Future Statements / Desired End States

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

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

Example Statements

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



Alternative Analysis and Environmental Clearance

Design Considerations and Principles

- Requirements
 - Transit
 - Pedestrian facilities
 - Placemaking features

Role of Transit on the Mall



Alternative Analysis and Environmental Clearance



Design Considerations and Principles



Alternative Analysis and Environmental Clearance

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

REQUIREMENTS FOR PEOPLE WALKING: SPACE

STREETS CAN COMFORTABLY CARRY 4 PEOPLE WALKING/FOOT/MINUTE

Before reaching a state of crowdedness or individual discomfort.

Less than 4 people/foot/minute



Somewhere in-between



More than 4 people/foot/minute



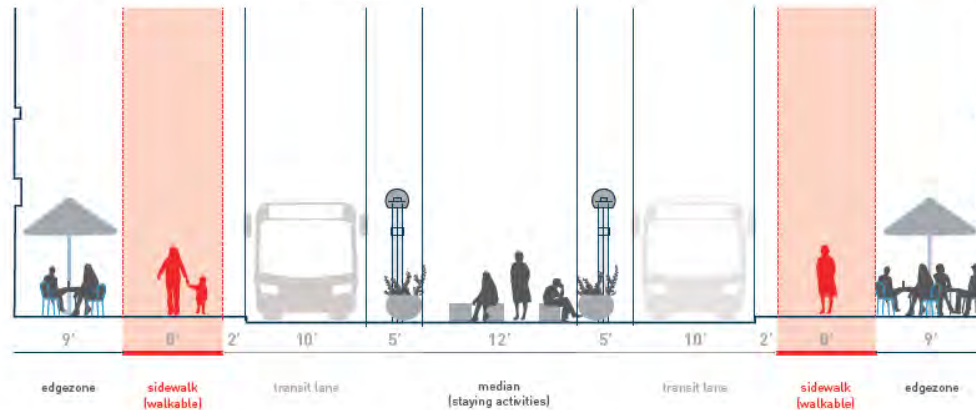
Source: Based on studies led by Jan Gehl. Published in "Cities for People", Island Press 2010. Original metrics in meters: 13 pedestrians/meter/minute.

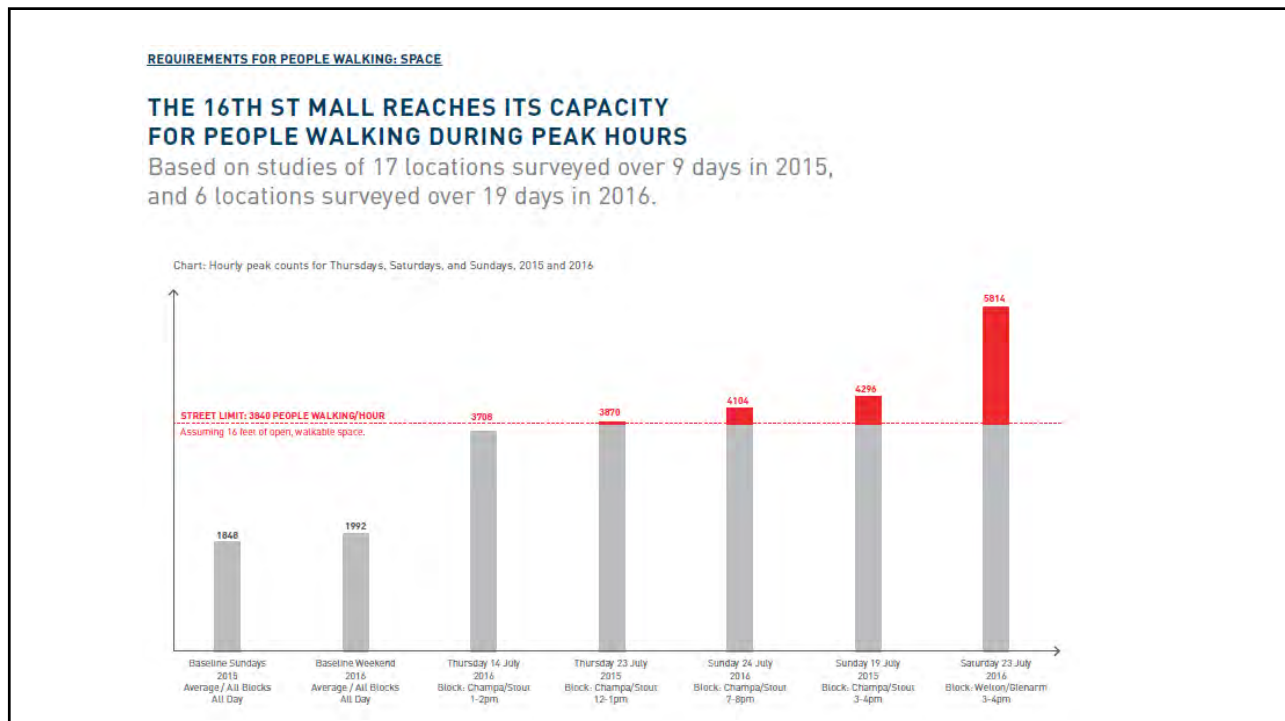
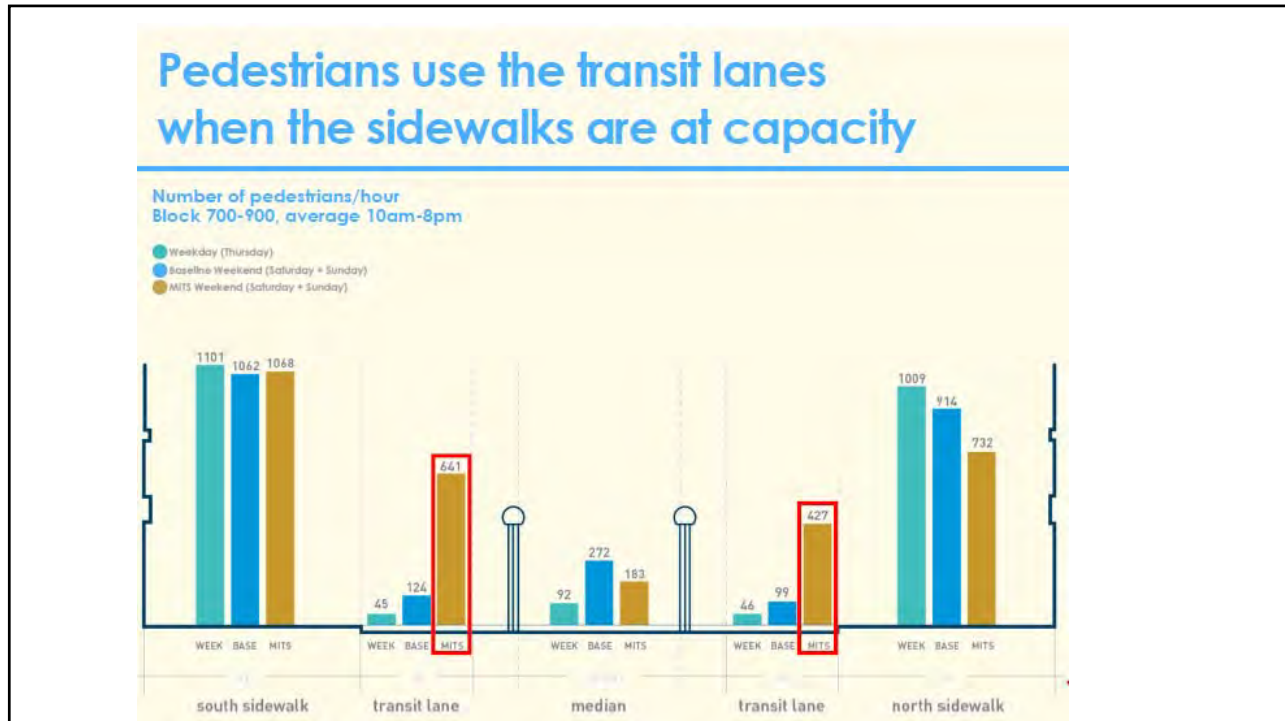
REQUIREMENTS FOR PEOPLE WALKING: SPACE

THE 16TH STREET MALL CAN COMFORTABLY CARRY 3840 PEOPLE WALKING/HOUR

Based on calculated 16 feet of walkable space out of a total street width of 80 feet, assigning 4 pedestrians/foot/minute.

Diagram: Section of the 16th Street Mall, Original Symmetrical Block



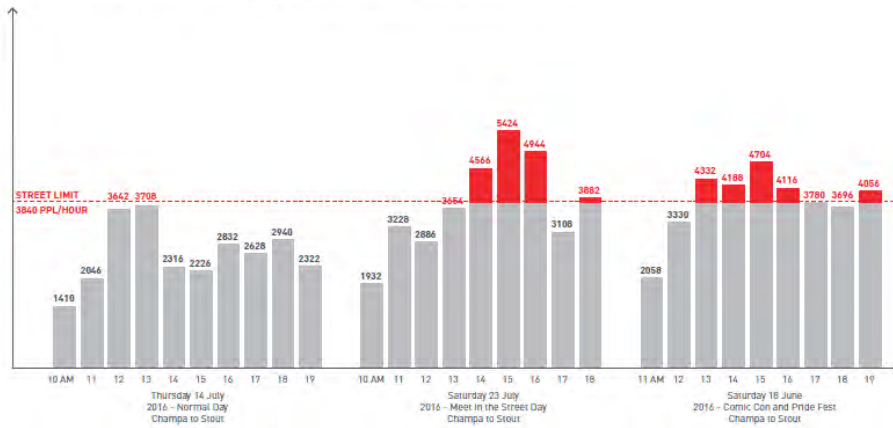


REQUIREMENTS FOR PEOPLE WALKING: SPACE

THE 16TH STREET MALL REACHES ITS CAPACITY FOR PEOPLE WALKING ALSO ON AN HOURLY BASIS

Champa Street to Stout Street is the busiest block for people walking, reaching capacity throughout several hours of the day

Chart: Hourly volumes of people walking on the 16th Street Mall, Champa Street to Stout Street

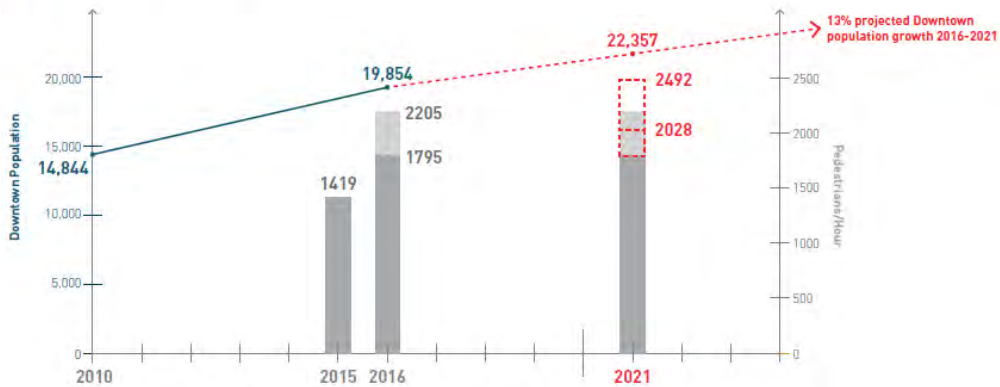


REQUIREMENTS FOR PEOPLE WALKING: SPACE

WITH THE PROJECTED GROWTH RATE OF THE DOWNTOWN DENVER POPULATION, THE AVERAGE AMOUNT OF PEOPLE WALKING IS LIKELY TO INCREASE

If the pedestrian volumes on the Mall are linked to the Downtown residential population growth, the Mall will have almost 2500 ped./hour on Saturdays in 2021

- Population growth rate
- Pedestrians/hour on the Mall, average, Sundays 10am-4pm
- Pedestrians/hour on the Mall, average, Saturdays 10am-4pm
- Projected growth



REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THRIVING COMMERCIAL STREETS HAVE ON AVERAGE 1 NEW SHOP ENTRANCE / 16-20 FEET

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

One shop per 64 feet



One shop per 32 feet



One shop per 16 feet



Source: Based on studies led by Jan Gehl. Published in "Cities for People", Island Press 2010. Original metrics in meters: 13 pedestrians/meter/minute.

REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THE 16TH STREET MALL HAS ON AVERAGE 1 NEW SHOP ENTRANCE / 32 FEET

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

Chart: Number of shops/retail establishments, and number of restaurants/bars per block



REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

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

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



A Active

- Small units, many doors (15-20 doors per 100m/328feet)
- Large variation in function
- No blind and few passive units
- Lots of character in façade relief
- Primarily vertical façade articulation
- Good details and materials

B Pleasant

- Relatively small units, (10-14 doors per 100m/328feet)
- Some variation in function
- Few blind and passive units
- Façade relief
- Many details

C Mixed

- Large and small units (6-10 doors per 100m/328feet)
- Modest variation in function
- Some blind and passive units
- Modest façade relief
- Few details

D Dull

- Large units, few doors (2-5 doors per 100m/328 feet)
- Almost no variation in function
- Many blind or uninteresting units
- Few or no details

E Inactive

- Large units, few or no doors (0-2 doors per 100m/328 feet)
- No visible variation in function
- Blind or passive units
- Uniform facades, no details
- Nothing to look at

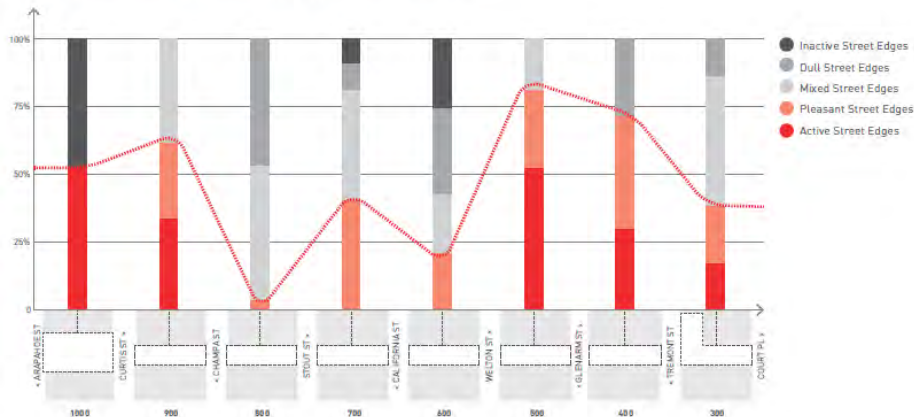
Source: Based on studies led by Jan Gehl. Published in "Cities for People", Island Press 2010.

REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

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

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

Chart: Distribution of street edge typology per block.

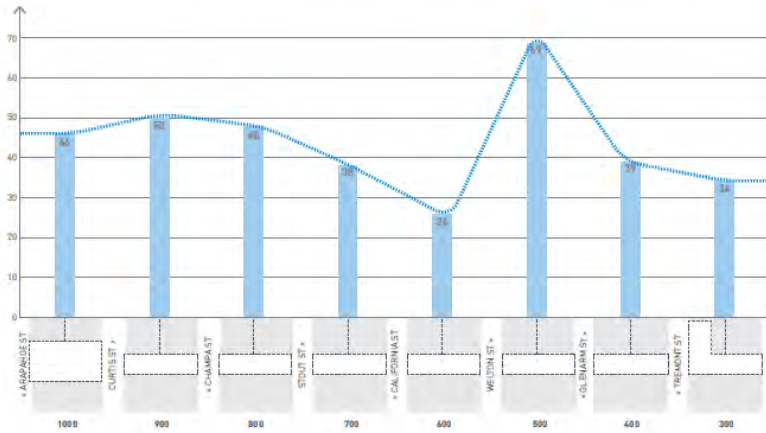


REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THE 16TH ST MALL SHOWS A CORRELATION BETWEEN ACTIVE/PLEASANT FACADES AND AMOUNT OF PEOPLE STAYING

Based on studies of 6 blocks surveyed over 19 days in 2016.

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

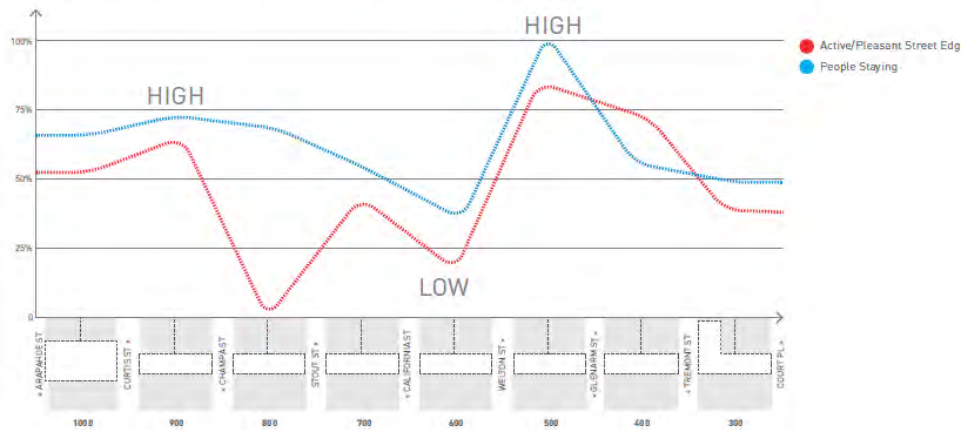


REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THE 16TH ST MALL SHOWS A CORRELATION BETWEEN ACTIVE/PLEASANT FACADES AND AMOUNT OF PEOPLE STAYING

Based on studies of 6 blocks surveyed over 19 days in 2016.

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



REQUIREMENTS FOR PEOPLE STAYING: SPACE

PEOPLE WHO ARE SITTING IN PUBLIC SPACE NEED APPROXIMATELY 15 SQ. FEET / PERSON

This accounts for people sitting at cafe tables - people sitting in lounge chairs need slightly more space, while people sitting on benches need slightly less.

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



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



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



People Sitting
1 person / 15 sq. feet
 Space to sit at a table, and move a chair in and out.



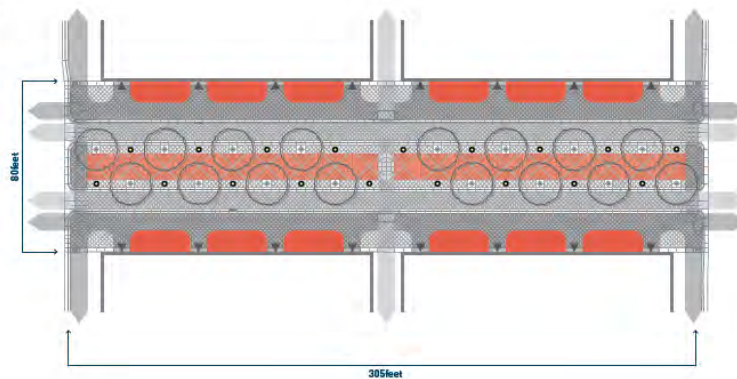
Source: Based on studies led by Herbet Jacobs at the University of California at Berkeley, 1960s. Also, Prof. Dr. G. Keith Still, Professor of Crowd Science at Manchester Metropolitan University (UK).

REQUIREMENTS FOR PEOPLE STAYING: SPACE

THE 16TH STREET MALL CURRENTLY HAS CAPACITY FOR 185 PEOPLE SITTING BY THE EDGES AND 210 PEOPLE SITTING IN THE MEDIAN PER BLOCK

Based on calculations of areas marked in red.
 Calculations do not provide space for clutter, street signage, etc.

- Stationary Zones (9 feet wide)
- Median Zone (12 feet wide)
- People Moving (8 feet wide)
- Shuttle Lanes (10 feet wide)



REQUIREMENTS FOR PEOPLE STAYING: SPACE

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

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

Five people in a large space

Long social distances, little interaction



Five people in a small space

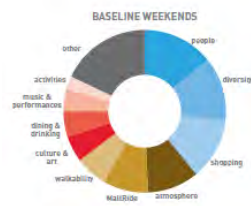
Close social distances, more interaction



REQUIREMENTS FOR ACTIVITIES: INVITATIONS FOR ALL USERS

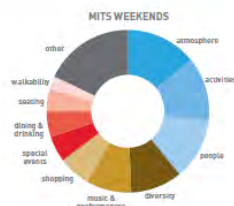
ON THE 16TH STREET MALL, PEOPLE HAVE SAID THEY WANT TO SEE OTHER PEOPLE, MORE ACTIVITIES, AND DIVERSE SHOPS

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



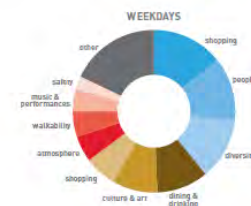
- I LOVE THE...**
- 1. People - 14%
 - 2. Diversity - 13%
 - 3. Shopping - 12%
 - 4. Atmosphere - 10%
 - 5. FreeMallRide - 9%
 - 6. Walkability - 6%
 - 7. Culture & Art - 5%
 - 8. Dining & Drinking - 5%
 - 9. Music & Performances - 4%
 - 10. Activities - 3%
 - Other - (18%)

Total of 120 comments mentioning 154 topics - generated into 22 different themes



- I LOVE THE...**
- 1. Atmosphere 11%
 - 2. Activities 10%
 - 3. People 9%
 - 4. Diversity 8%
 - 5. Music & Performances 8%
 - 6. Shopping 7%
 - 7. Special Events 6%
 - 8. Dining & Drinking 4%
 - 9. Seating 5%
 - 10. Walkability 5%
 - Other (25%)

Total of 367 comments mentioning 574 topics - generated into 38 different themes

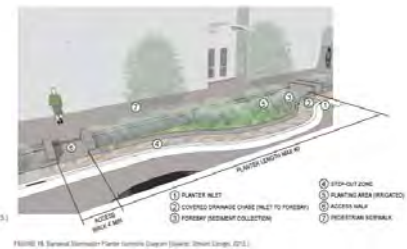
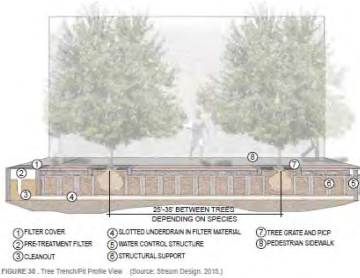


- I LOVE THE...**
- 1. Shopping 17%
 - 2. People 16%
 - 3. Diversity 13%
 - 4. Dining & Drinking 10%
 - 5. Culture & Art 7%
 - 6. Atmosphere 7%
 - 7. Walkability 6%
 - 8. Music & Performances 4%
 - 9. Safety 4%
 - 10. FreeMallRide 3%
 - Other (14%)

Total of 16 comments mentioning 131 topics - generated into 21 different themes

Design Considerations and Principles

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



Design Considerations and Principles

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



Alternative Analysis and Environmental Clearance

Design Considerations and Principles

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

Proposed Purpose and Need

Proposed Purpose Statement

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

Need Factors

The need for improvements to the 16th Street Mall is based on the following factors:

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

Goals

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

Possible Evaluation Criteria

Purpose and Need Factor	Sample Evaluation Criteria
Increase public use of the Mall as a destination for leisure, commerce, and tourism	<ul style="list-style-type: none"> • Does the alternative provide flexibility for a variety of programming? •
Enhance public image of the Mall as one of Denver's primary identity elements	<ul style="list-style-type: none"> • Does the alternative adhere to principles of high quality pedestrian oriented design? •
Maintain mobility for all users	<ul style="list-style-type: none"> • Does the alternative accommodate future transit and pedestrian volumes? •
Address deficient and outdated infrastructure to allow reasonable maintenance frequency and costs	<ul style="list-style-type: none"> • •
Maintain and improve safety and security on the Mall	<ul style="list-style-type: none"> • Does the alternative adhere to principles of Crime Prevention Through Environmental Design? •

Other Evaluation Criteria

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

Hello.

What's on your mind?

Economic Development

Sustainability

Education

Operations

Politics

Budgets

Equity

Health

Maintenance

You look like you have a lot on your mind.

Affordability

Safety

Regulation

Politics

Elections

Resiliency

Public Life

Taxes

Crime

Ridership

People

Economic Development

Sustainability

Education

Operations

Politics

Budgets

Equity

Health

Maintenance

You look like you have a lot on your mind.

Affordability

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Regulation

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Elections

Resiliency

**Public Life
People**

Taxes

Crime

Ridership





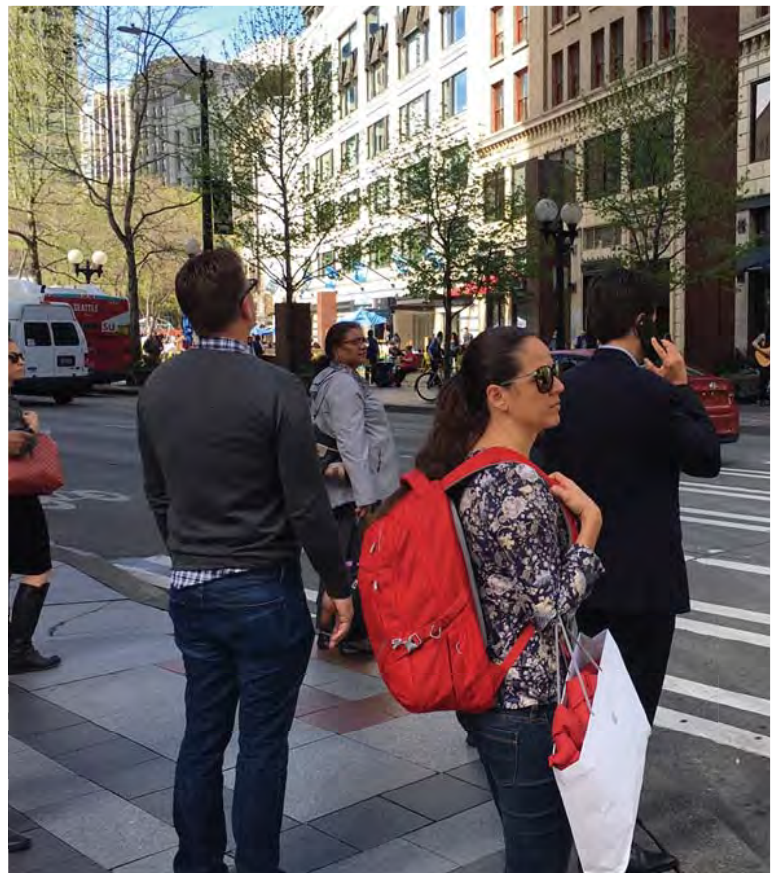
Small daily interactions between people



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



Chance Encounters





A glance. A smile.



A shared experience



Maybe learning an amazing air guitar technique

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



Copenhagen 1954

Cities have to
intentionally
put people first.



Copenhagen Now

Cities are shaped by technical experts, regulators and financiers...



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

“We measure what we care about.”

Cities usually collect great data about traffic and parking.



Not so much for people...



What would happen if we measured people? Happiness? Quality of Life? Public Life?



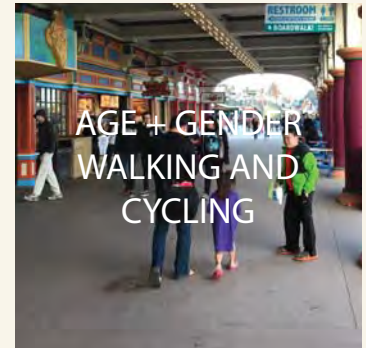
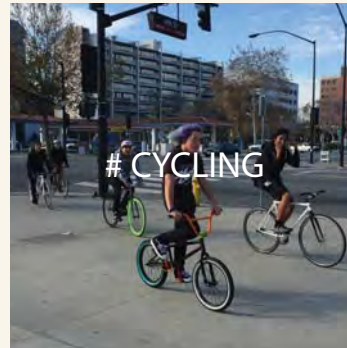
Hint: Vibrant Cities INVITE more people to stay longer.



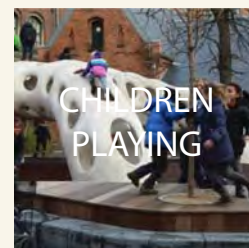
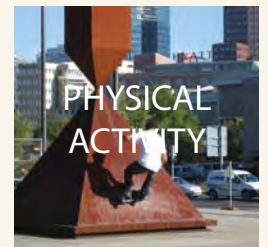
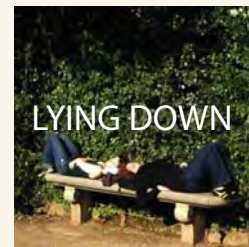
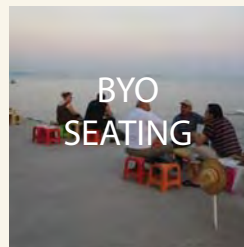
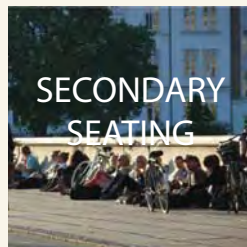
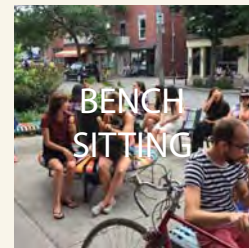
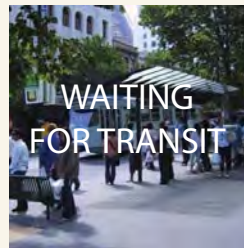
Observation & analysis
can help cities understand
public life.

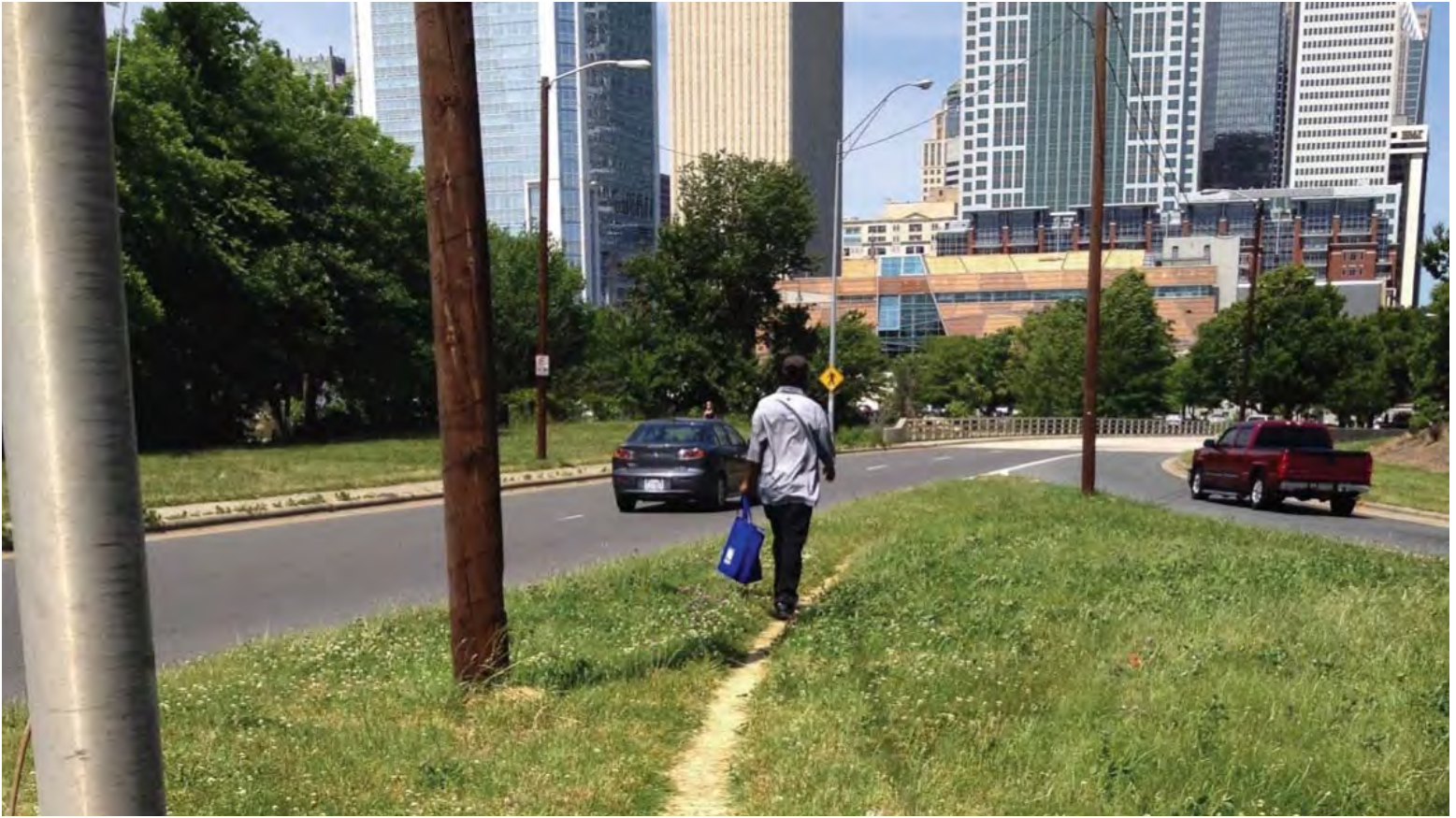
“We measure what we care about.”

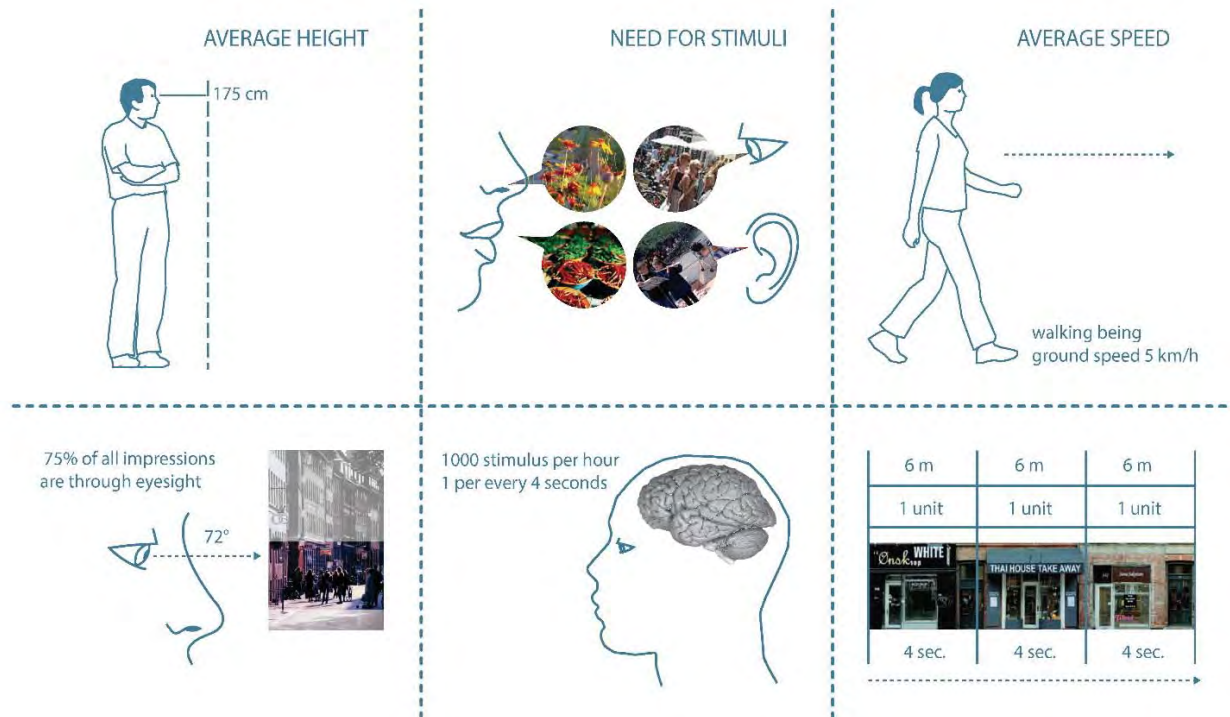
How do
People
Move?



What are
people doing
when they
have made
the decision
to Stay?

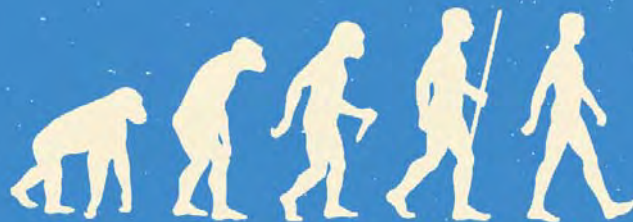






Starting Point - Human Scale is Universal

Gehl

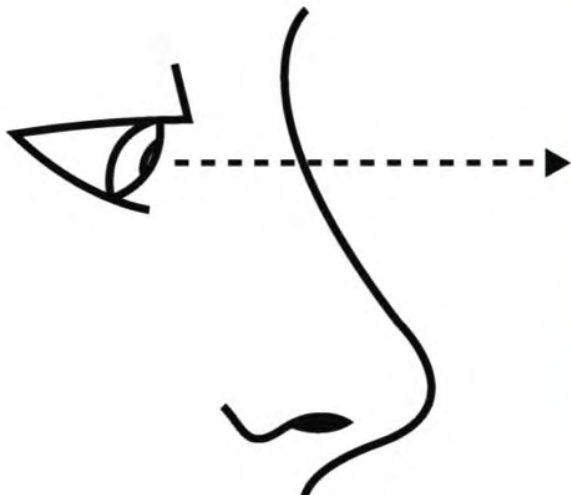


The Walking Animal

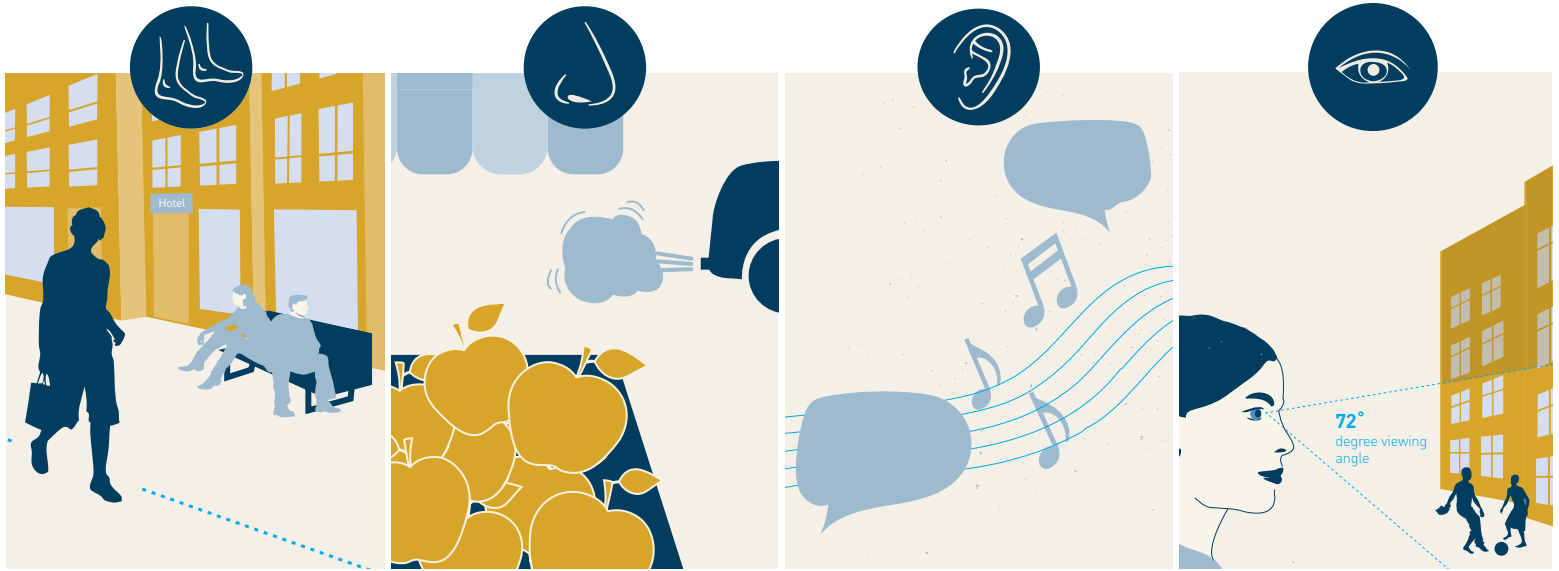


Even from an early age we walk at roughly 3 mph

We see the world at eye level



All our senses are important



We need to experience stimulation



1 per every 4 seconds please!



We walk in the shadow when it's hot.



We sit in the sun when its cold.



Distance and Social Contact 100m: Movement and posture



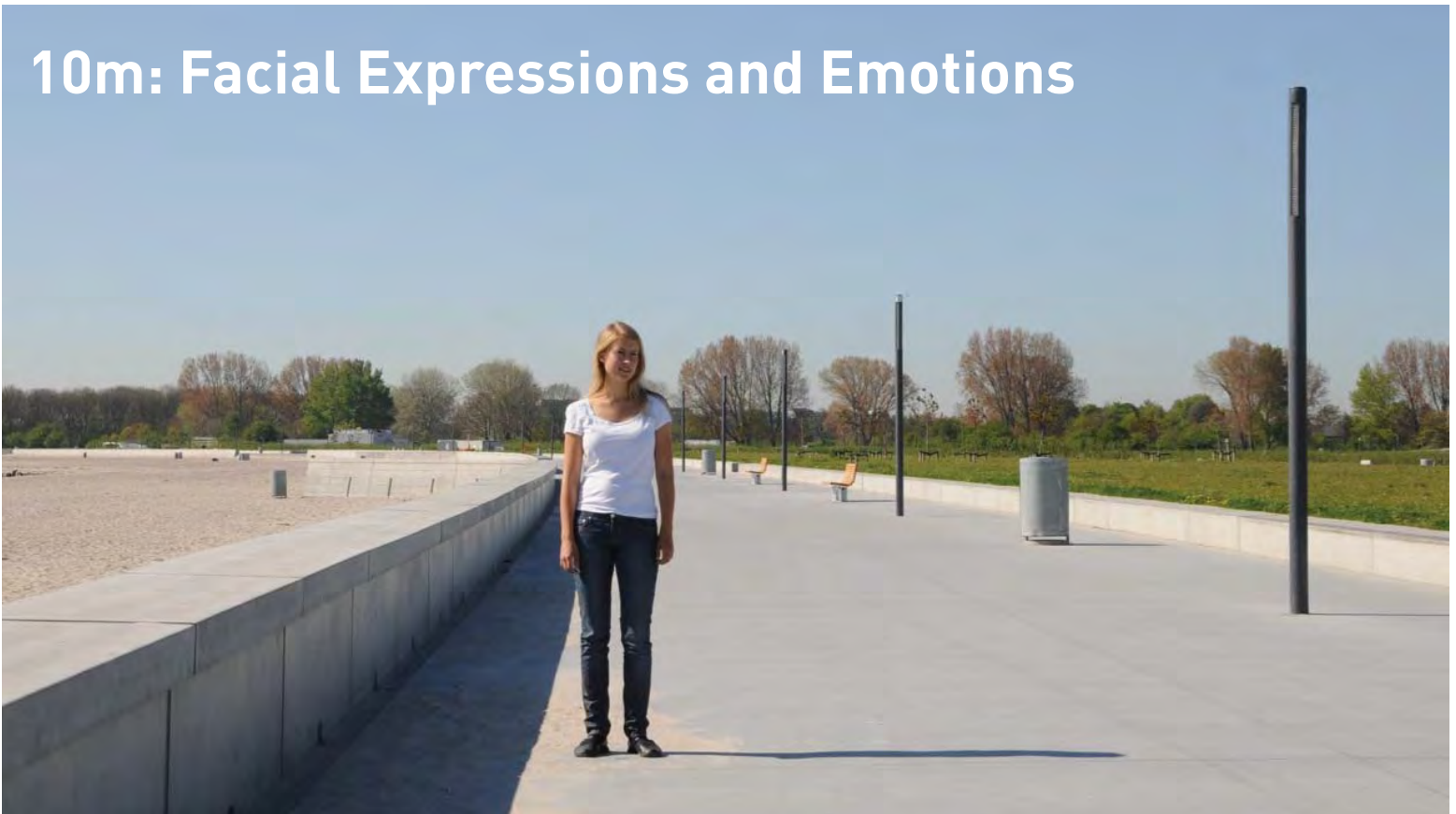
80m: Age and Gender



50m: Hair Color and Characteristics



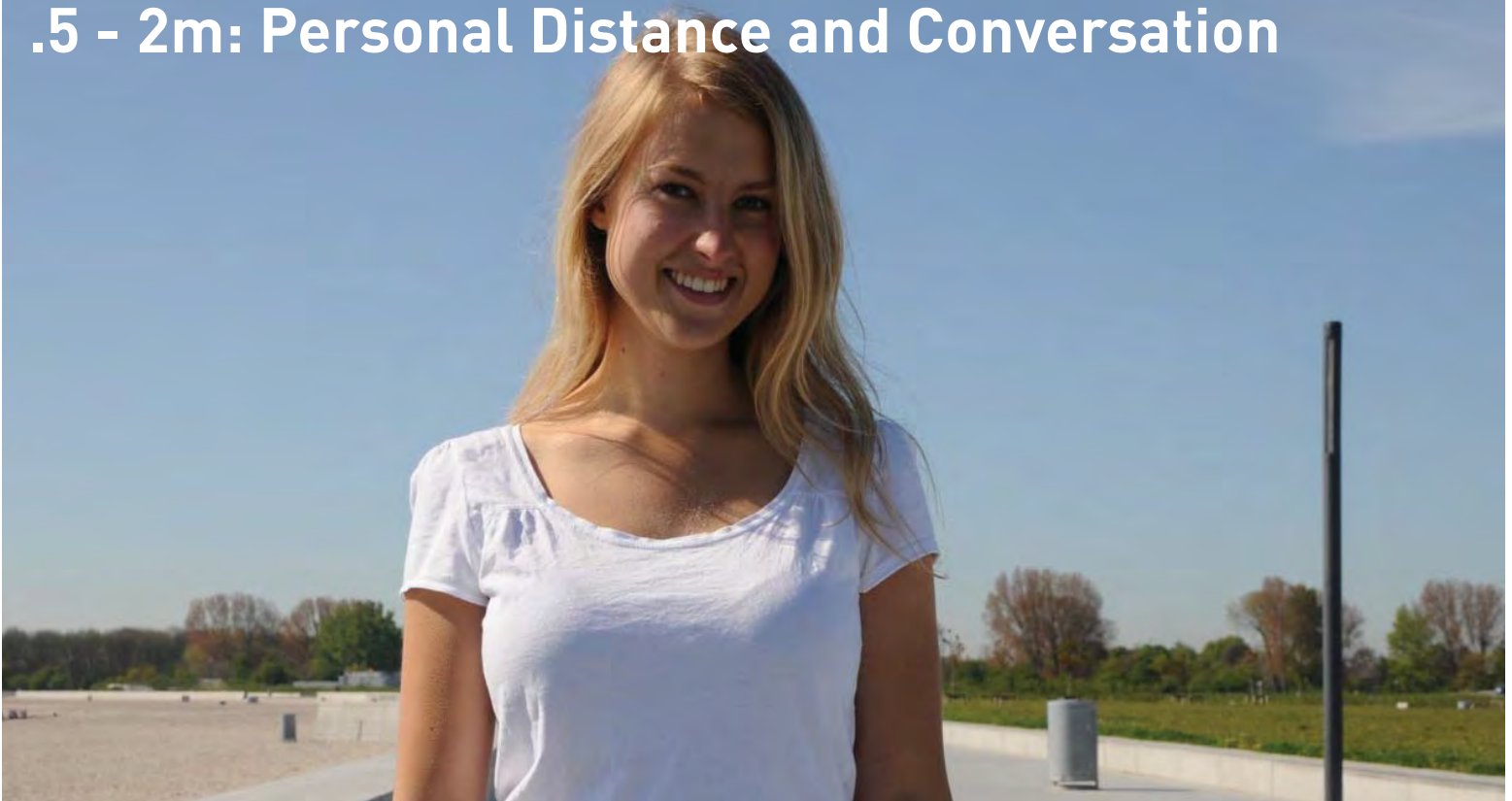
10m: Facial Expressions and Emotions



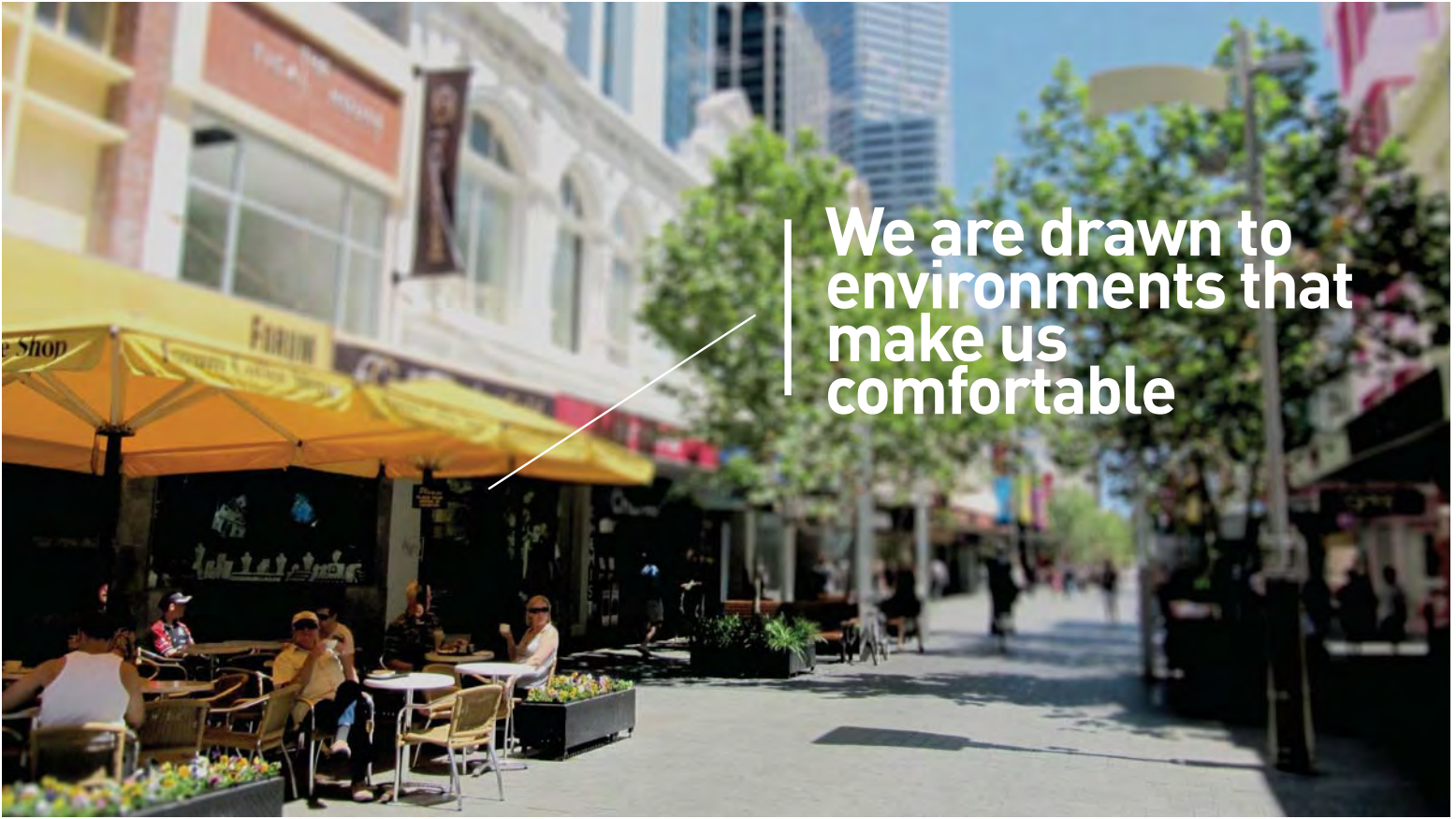
1.5 - 3m: Social Distance and Contact



.5 - 2m: Personal Distance and Conversation







We are drawn to environments that make us comfortable

Protection

Protection against traffic & accidents — feeling safe

- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

Protection against crime & violence — feeling secure

- Lively public realm
- Allow for passive surveillance
- Diversity of functions 24/7/365
- Well lit / lighting in human scale

Protection against unpleasant sensory experiences

- Wind/draft
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Comfort

Opportunities to walk/cycle

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

Opportunities to stop & stay

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

Opportunities to sit

- Defined zones for sitting
- Pleasant views, people watching
- Good mix of public and café seating
- Resting/waiting opportunities

Opportunities to see

- Reasonable viewing distances
- Unhindered views
- Interesting views
- easy orientation
- Lighting (when dark)

Opportunities to talk & listen

- Low noise levels
- Public seating arrangements conducive to communicating, talkscapes

Opportunities for play & exercise

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

Enjoyment

Dimensioned at human scale

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

Opportunities to enjoy the positive aspects of climate

- Sun/shade
- Heat/coolness
- Shelter from wind/breeze

Aesthetic qualities + positive sensory experience

- Good design and detailing
- Good materials
- Fine views/vistas
- Rich sensory experiences: trees, plants, water

Gotta have these

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

...these are the difference between good and great places

FEELING SAFE

- Protection against traffic and accidents
- Protection for pedestrians
- Eliminating fear of traffic
 - low speed





FEELING SECURE

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





Great!!

the great beyond...



MICRO CLIMATE

- Sun/shade
- Heat/coolness
- Shelter from wind/breeze
- Minimize pollution
- Minimize dust, noise, glare



Walk Freely and Comfortably



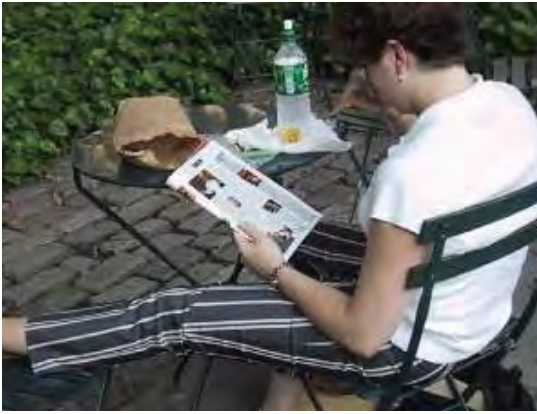
Walk with adequate space

Walk without obstructions



Provide opportunities to sit and stand comfortably

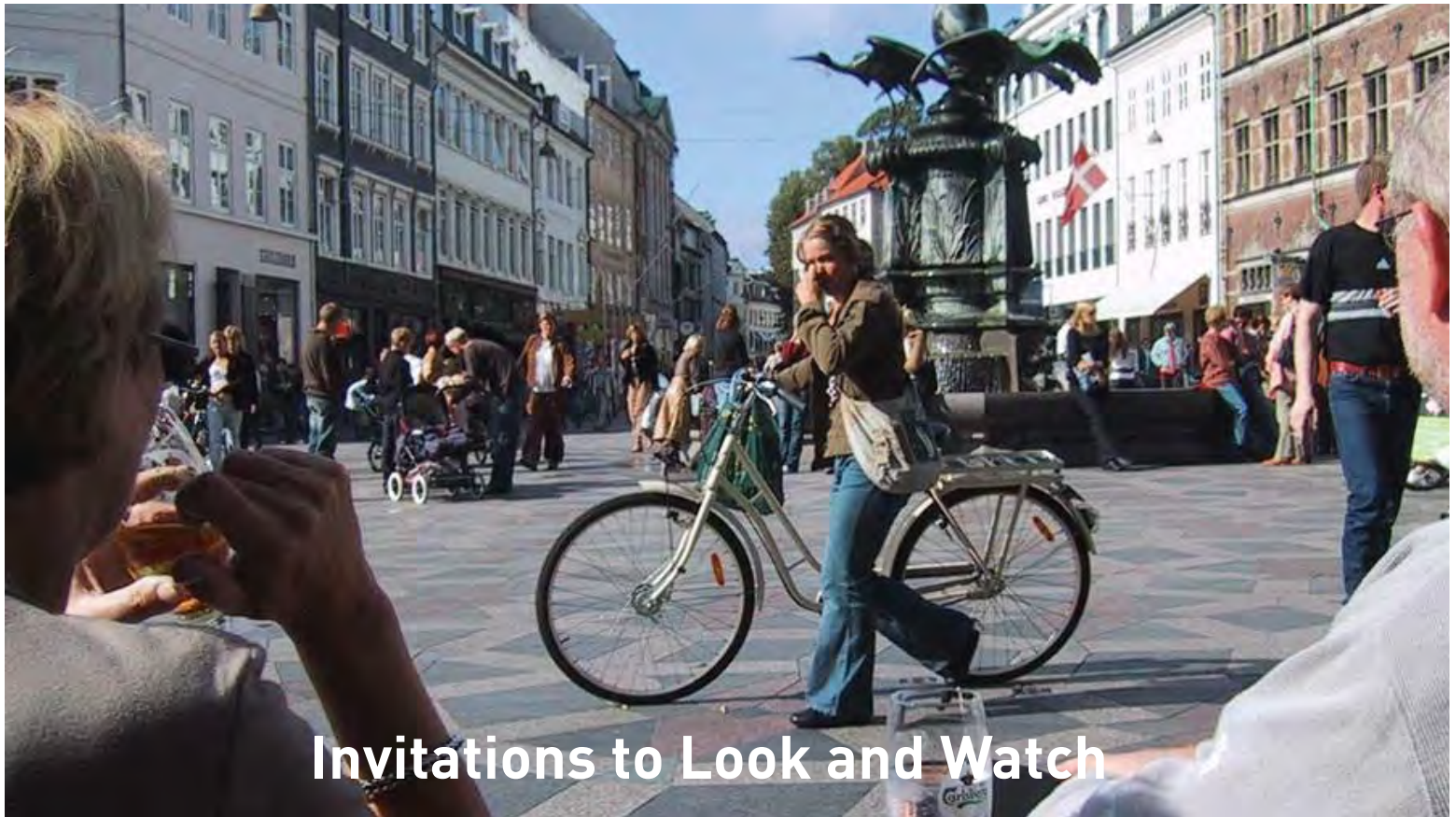




Invitations
to be creative with seating

Invitations to Relax





Invitations to Look and Watch

Invitations to Hear and Talk





Watching others is
mankind's greatest
joy.

— Icelandic saying



Invitations for Play and Activity



HUMAN SCALE

- Buildings and spaces designed to human scale
- Dimensions and detailing that stimulate our senses
- Spatial enclosure





IDENTITY + AUTHENTICITY

- History
- Sense of place
- Local identity
- Amenity values



SENSES

- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water

Protection

Protection against traffic & accidents — feeling safe

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Aesthetic qualities + positive sensory experience

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- Good materials
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Busy street...



...but protected

which allows for comfort + enjoyment to take place

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Public art and pavers are nice...



...but this place doesn't offer pleasant places to stay safely and comfortably

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- Safe crossings

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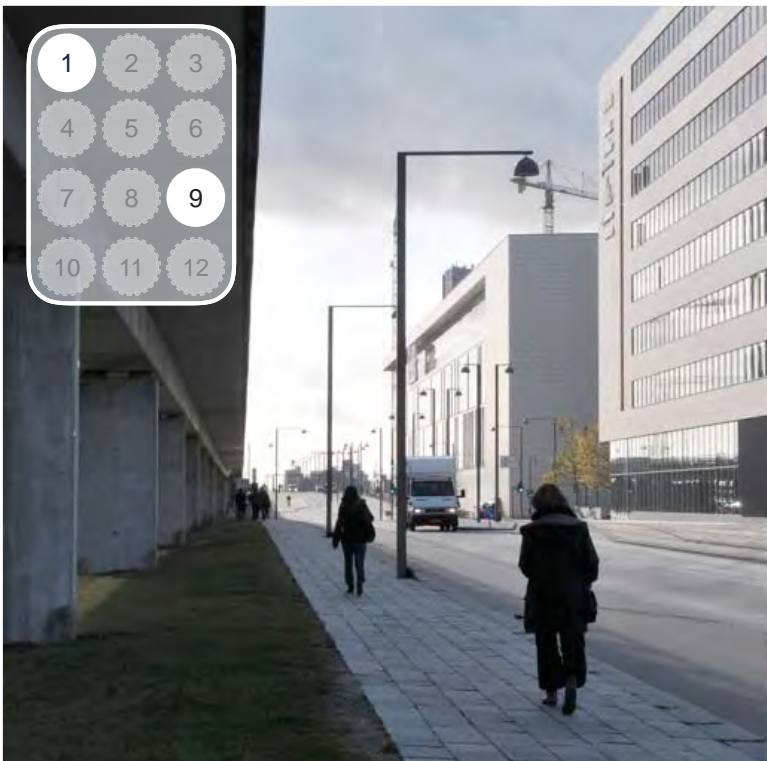
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Just because there are crosswalks



doesn't mean it feels safe



Kay Fiskers Plads

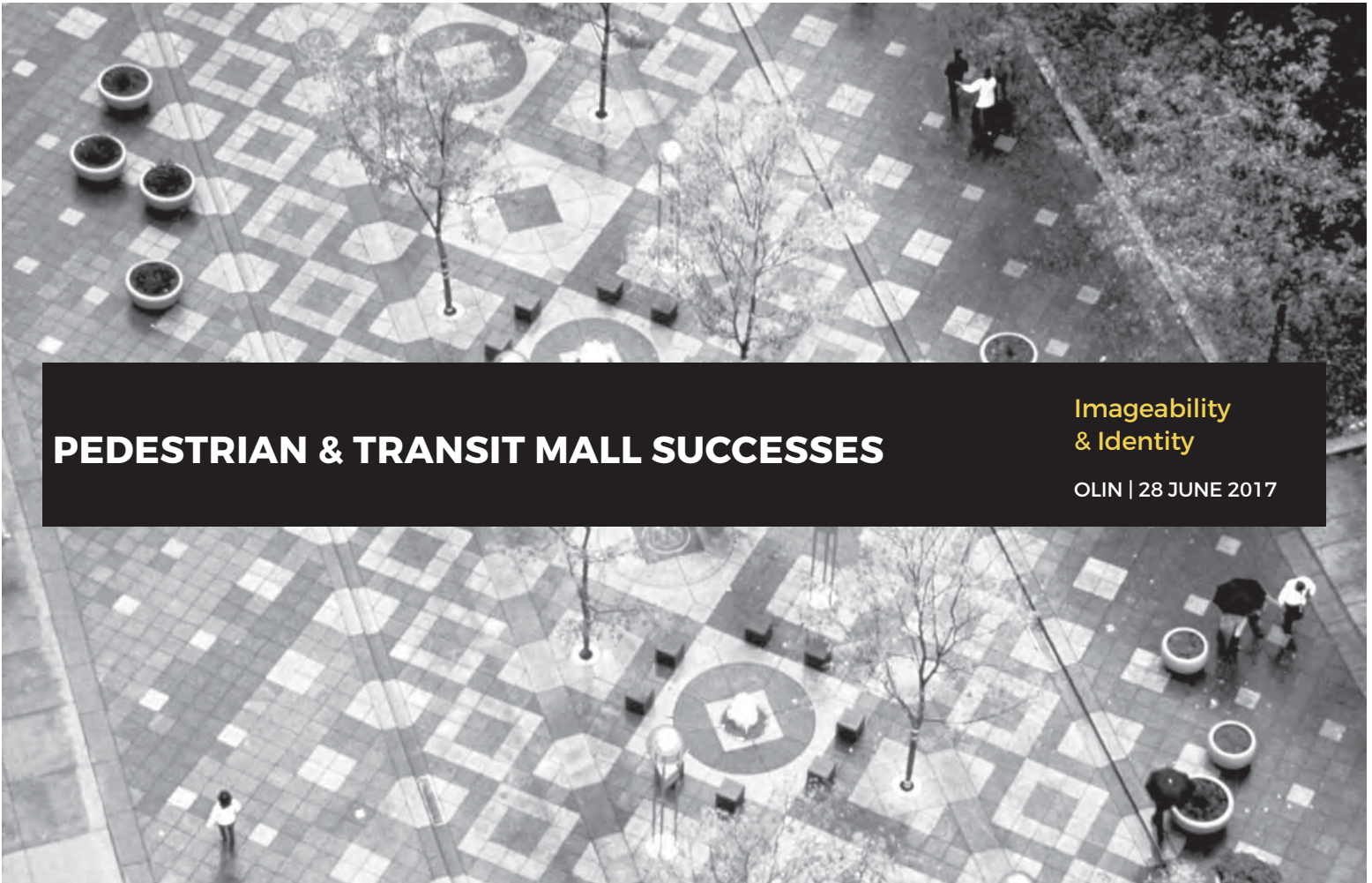
8,000 pedestrians per day
18 people staying per hour



Strædet

8,000 pedestrians per day
258 people staying per hour

What kind of **LIFE** do you want to invite?



PEDESTRIAN & TRANSIT MALL SUCCESSES

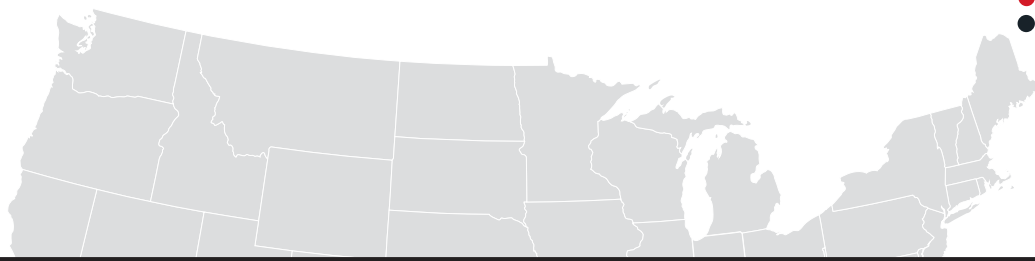
Imageability
& Identity

OLIN | 28 JUNE 2017

+ PEDESTRIAN AND TRANSIT MALL LEGACY
+ PEDESTRIAN AND TRANSIT MALL LESSONS LEARNED
+ 3RD STREET PROMENADE CASE STUDY, SANTA MONICA, CA
+ NICOLLET MALL CASE STUDY, MINNEAPOLIS, MN

THERE WERE #200 PEDESTRIAN MALLS IN THE 1980'S

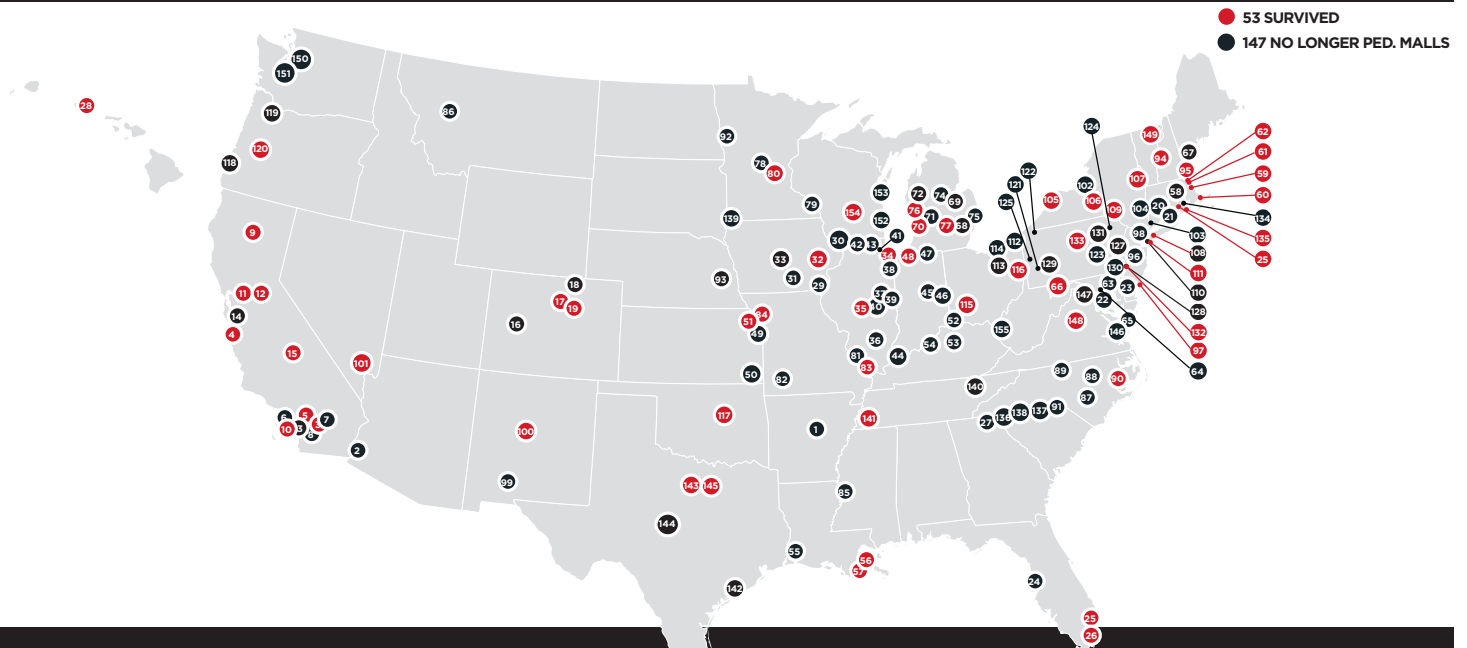
● 53 SURVIVED
 ● 147 NO LONGER PED. MALLS



155 Researched

1. Main Street Mall	Little Rock	AK	33. Walnut Street	Des Moines	IA	65. Downtown Place	Salisbury	MD	97. Washington Mall	Cape May	NJ	129. East Liberty Mall	Pittsburgh	PA
2. Pedestrian Mall	Yuma	AR	34. Oak Park	Oak Park	IL	66. Cumberland Mall	Cumberland	MD	98. Downtown Mall	Paterson	NJ	130. Gay Street Mall	West Chester	PA
3. Pomona Mall	Pomona	CA	35. Old Capitol Plaza	Springfield	IL	67.	Portland	ME	99. Downtown Mall	Las Cruces	NM	131. Downtown Canopy	Wilkes-Barre	PA
4. Santa Cruz Mall	Santa Cruz	CA	36. Downtown Mall	Centralia	IL	68.	Ann Arbor	MI	100. 4th Street Mall	Albuquerque	NM	132. Maplewood Mall	Philadelphia	PA
5. Golden Mall	Burbank	CA	37. Neil Street	Champaign	IL	69.	East Lansing	MI	101. Fremont Street	Las Vegas	NV	133. Center City Mall	Williamsport	PA
6. Plaza Park Mall	Oxnard	CA	38. State Street Mall	Chicago	IL	70. Market Street Mall	Kalamazoo	MI	102. State Street Mall	Auburn	NY	134. Westminster Mall	Providence	RI
7. Redlands Mall	Redlands	CA	39. Vermilion Park Mall	Danville	IL	71. Michigan Mall	Battle Creek	MI	103. Pedestrian Mall	Freeport	NY	135. Long Wharf Mall	Newport	RI
8. Downtown Mall	Riverside	CA	40. Landmark Mall	Decatur	IL	72. Pearl District	Grand Rapids	MI	104. Main Street Mall	Poughkeepsie	NY	136. Coffee Street Mall	Greenville	SC
9. Redding Mall	Redding	CA	41.	Elgin	IL	73. Monroe Mall	Grand Rapids	MI	105. Buffalo Place Mall	Buffalo	NY	137. Main Street	Rock Hill	SC
10. 3rd St. Promenade	Santa Monica	CA	42. Downtown Plaza	Freeport	IL	74. Washington Sq.	Lansing	MI	106. Ithaca Commons	Ithaca	NY	138. Main Street Mall	Spartanburg	SC
11. Parkway Mall	Napa	CA	43. State Street Mall	Rockford	IL	75. Macomb Place	Mount Clemens	MI	107. Jay St. Walkway	Schenectady	NY	139. Pedestrian Mall	Sioux Falls	SD
12. Downtown Mall	Sacramento	CA	44. Main St. Walkway	Evansville	IN	76. Pearl Street	Grand Rapids	MI	108. 165th St	Queens	NY	140.	Knoxville	TN
13. The Grove	Los Angeles	CA	45. Walnut Plaza	Muncie	IN	77. Progress	Jackson	MI	109. Washington Street	Binghamton	NY	141. Main Street Mall	Memphis	TN
14. Oakland Center	Oakland	CA	46. The Promenade	Richmond	IN	78. Mall Germain	St. Cloud	MN	110. Times Square	New York	NY	142.	Galveston	TX
15. Fulton Mall	Fresno	CA	47. Michigan Street	South Bend	IN	79. Levee Plaza	Winona	MN	111. Fulton Street Mall	New York City	NY	143. Akard Street Mall	Dallas	TX
16. Hyman Ave	Aspen	CO	48. Franklin Mall	Michigan City	IN	80. Nicollet Mall	Minneapolis	MN	112. Pedestrian Mall	Ashtabula	OH	144. Austin Avenue Mall	Waco	TX
17. Pearl Street Mall	Boulder	CO	49. Maple Street	Kansas City	KS	81. Main Street	Saint Charles	MO	113. Cuyahoga Falls	Cuyahoga Falls	OH	145. Pacific Avenue	Dallas	TX
18. Old Town Square	Ft. Collins	CO	50. Parsons Plaza	Parsons	KS	82. Pedestrian Mall	Springfield	MO	114.	Painesville	OH	146.	Williamsburg	VA
19. 16th Street Mall	Denver	CO	51. Atchison Mall	Atchison	KS	83. 14th St. z. Mall	Saint Louis	MO	115. Middletown Mall	Middletown	OH	147. Old Town	Winchester	VA
20. Pratt Street	Hartford	CT	52. Old Town Plaza	Covington	KY	84. Pedestrian Mall	St. Joseph	MO	116. Youngstown Plaza	Youngstown	OH	148. Main Street Mall	Charlottesville	VA
21. Captain's Walk	New London	CT	53. St. Clair Mall	Frankfort	KY	85. Main Street Mall	Vicksburg	MS	117. Main Street Mall	Tulsa	OK	149. Church Street	Burlington	VT
22. Liberty Place	Washington	DC	54. River City Mall	Louisville	KY	86. Last Chance Mall	Helena	MT	118. City Center Mall	Coos Bay	OR	150. Occidental Mall	Seattle	WA
23. Market Street Mall	Wilmington	DE	55. Downtown Mall	Lake Charles	LA	87. Franklin Commons	Fayetteville	NC	119. Portland Transit Mall	Portland	OR	151. Broadway Plaza	Tacoma	WA
24. Franklin Mall	Tampa	FL	56. Exchange Place	New Orleans	LA	88. Fayetteville St	Raleigh	NC	120. Eugene Mall	Eugene	OR	152. Forest Home Mall	Milwaukee	WI
25. Las Olas Boulevard	Fort Lauderdale	FL	57. Fulton Street	New Orleans	LA	89. Dwtwn Walkway	Winston-Salem	NC	121. Carnegie Ped Mall	Carnegie	PA	153. Plaza 8	Sheboygan	WI
26. Lincoln Road Mall	Miami Beach	FL	58. Faneuil Hall	Boston	MA	90. Dwtwn Greenville	Mall Greenville	NC	122. Downtown Mall	Erie	PA	154. State Street Mall	Madison	WI
27. Downtown Mall	Toccoa	GA	59. Downtown Crossing	Boston	MA	91.	Monroe	NC	123. Penn Square	Reading	PA	155. Pedestrian Mall	Huntington	WV
28. Fort Street Mall	Honolulu	Hawaii	60. Front Street	New Bedford	MA	92. Pedestrian Mall	Fargo	ND	124. Wyoming Avenue	Scranton	PA			
29. Jefferson Mall	Burlington	IA	61. Inn Street Mall	Newburyport	MA	93.	Lincoln	NE	125. Allegheny Ped Mall	West Allegheny	PA			
30. Town Clock Plaza	Dubuque	IA	62. Essex Mall	Salem	MA	94. Downtown Mall	Lebanon	NH	126. Centre Street Mall	Pottsville	PA			
31. Pedestrian Mall	Ottumwa	IA	63. Lexington Mall	Baltimore	MD	95. Vaughn Street Mall	Portsmouth	NH	127. Hamilton Mall	Allentown	PA			
32. Pedestrian Mall	Iowa City	IA	64. Old Town Mall	Baltimore	MD	96. Trenton Commons	Trenton	NJ	128. Chestnut St.	Philadelphia	PA			

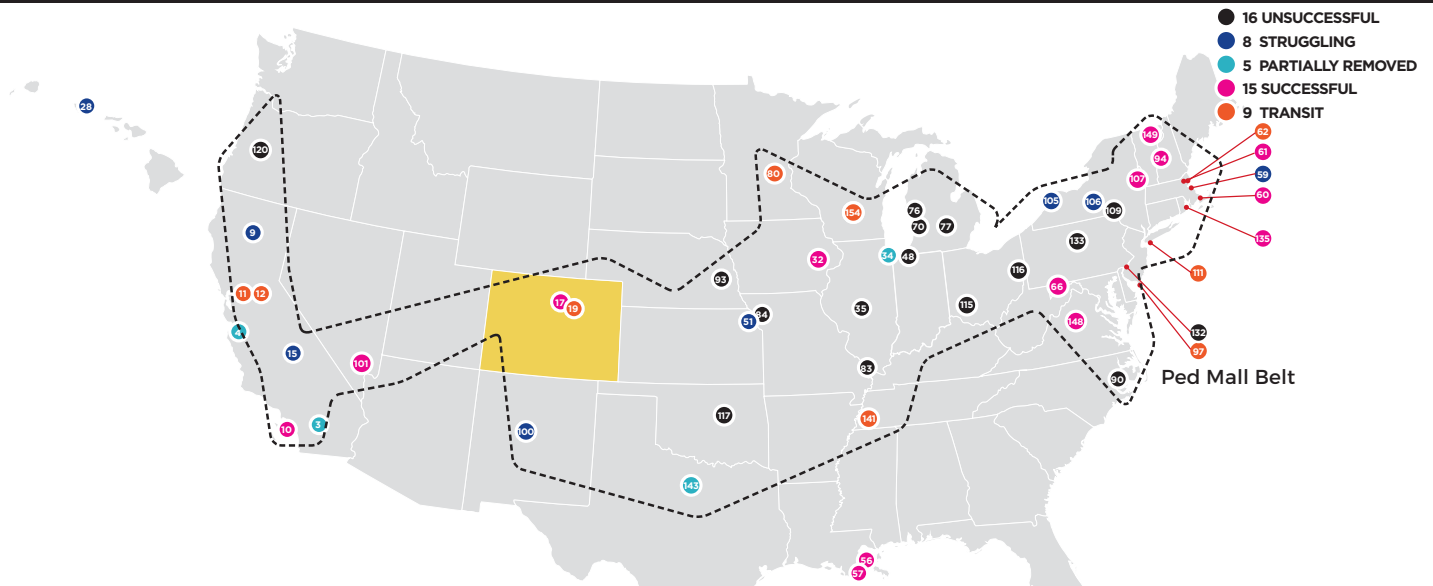
TODAY #53 PEDESTRIAN MALLS OUT OF #200 SURVIVE



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

Source | Cole E. Judge, The Experiment of American Pedestrian Malls: Trends Analysis, Necessary Indicators for Success and Recommendations for Fresno's Fulton Mall
<http://www.urbanreviewstl.com/2009/11/north-america-cities-that-have-or-had-a-pedestrian-mall/>

THE SURVIVORS ARE IN A 'PEDESTRIAN BELT'

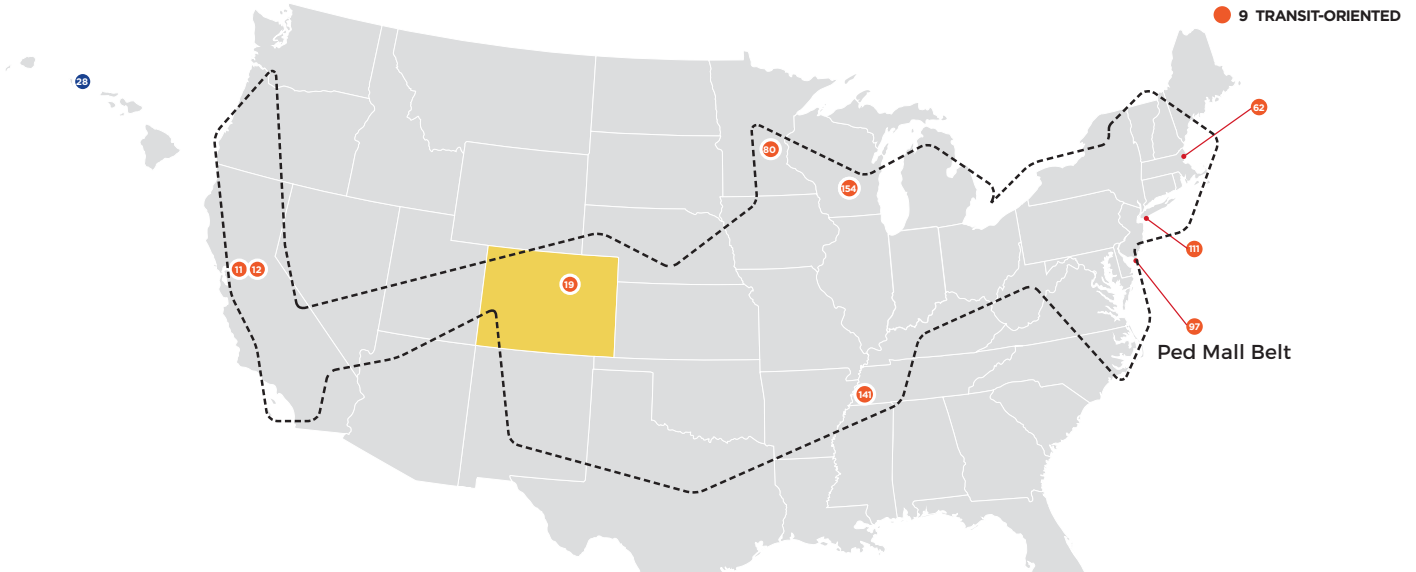


3 Pomona Mall Pomona CA	32 Pedestrian Mall Iowa City IA	76 Pearl Street Grand Rapids MI	106 Ithaca Commons Ithaca NY	141 Main Street Mall Memphis TN
4 Pacific Garden Mall Santa Cruz CA	34 Oak Park Village Mall Oak Park IL	77 Progress Place Jackson MI	107 Jay St. Ped.Walkway Schenectady NY	143 Akard Street Mall Dallas TX
9 Redding Mall Redding CA	35 Old Capitol Plaza Springfield IL	80 Nicollet Mall Minneapolis MN	109 Washington Street Binghamton NY	148 Main Street Mall Charlottesville VA
11 Third St. Promenade Santa Monica CA	51 Atchison Mall Atchison KS	88 14th St. Ped.Mall Saint Louis MO	111 Fulton Street Mall New York NY	149 Church Street Burlington VT
12 Parkway Mall Napa CA	56 Exchange Place New Orleans LA	84 Pedestrian Mall St. Joseph MO	113 Cuyahoga Falls Cuyahoga Falls OH	154 State Street Mall Madison WI
15 Downtown Mall Sacramento CA	57 Fulton Street New Orleans LA	90 Greenville Mall Greenville NC	115 Middletown Mall Middletown OH	
15 Fulton Mall Fresno CA	59 Downtown Crossing Boston MA	94 Downtown Mall Lebanon NH	116 Youngstown Youngstown OH	
17 Pearl Street Mall Denver CO	60 Front Street New Bedford MA	95 Vaughn Street Mall Portsmouth NH	117 Main Street Mall Tulsa OK	
19 16th Street Mall Denver CO	61 Inn Street Mall Newburyport MA	97 Washington St.Mall Cape May NJ	120 Eugene Mall Eugene OR	
25 Franklin Mall Tampa FL	62 Essex Mall Salem MA	100 4th Street Mall Albuquerque NM	132 Maplewood Mall Philadelphia PA	
26 Lincoln Road Mall Miami Beach FL	66 Cumberland Mall Cumberland MD	101 Fremont Street Las Vegas NV	133 Center City Mall Williamsport PA	
28 Fort Street Mall Honolulu Hawaii	70 Market Street Mall Kalamazoo MI	105 Buffalo Place Mall Buffalo NY	135 Long Wharf Mall Newport RI	

Note: 53 Malls in Total

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

#9 OF THOSE ARE TRANSIT-ORIENTED PEDESTRIAN MALLS

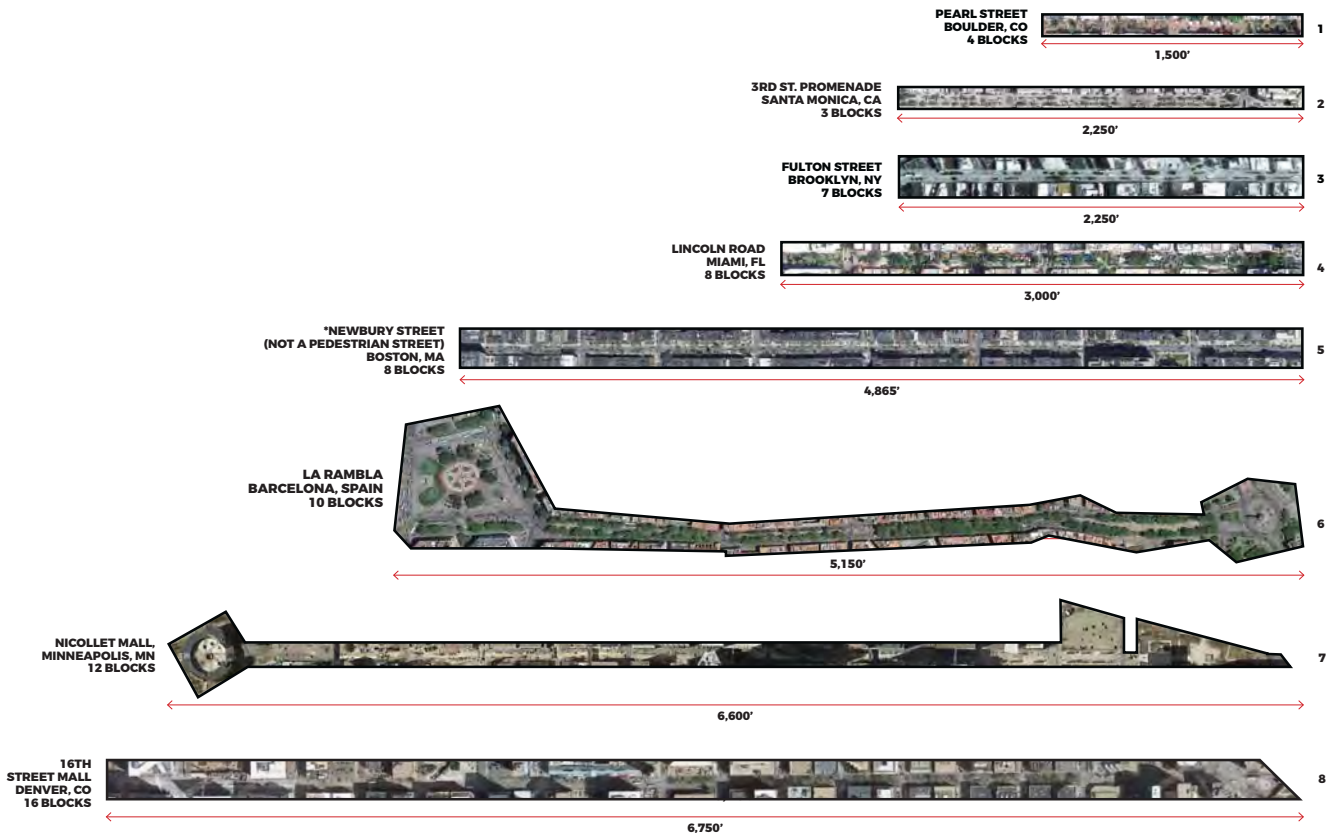


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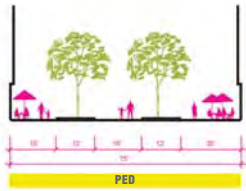
Note: 53 Malls in Total

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

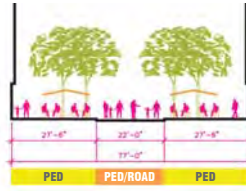
WE STUDIED #8 ENDURING PEDESTRIAN MALLS / STREETS



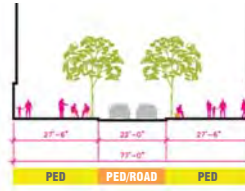
WE STUDIED #8 ENDURING PEDESTRIAN MALLS / STREETS



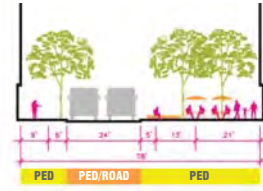
**PEARL STREET
BOULDER, CO
75' Wide**



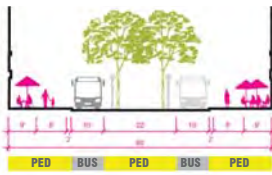
**3RD STREET PROM.
SANTA MONICA, CA
77' Wide**



**FULTON MALL
BROOKLYN, NY
77' Wide**



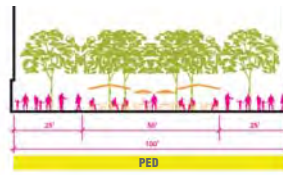
**NICOLETT MALL
MINNEAPOLIS, MN
78' Wide**



**16TH STREET MALL
DENVER, CO
80' Wide**



**NEWBURY STREET
BOSTON, MA
100' Wide**



**LINCOLN ROAD
MIAMI, FL
100' Wide**



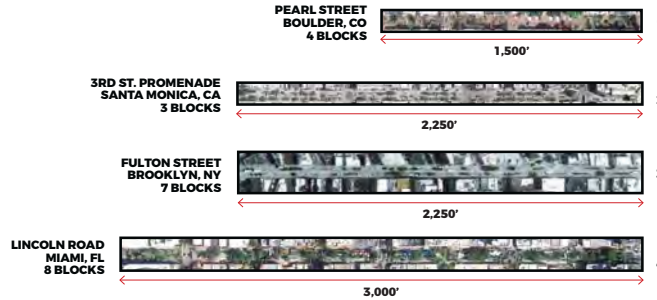
**LA RAMBLA
BARCELONA, SPAIN
107' Wide**

CORRELATIONS WITH PEDESTRIAN MALL SUCCESS

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

PEDESTRIAN MALLS | PRIMARY LESSONS

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

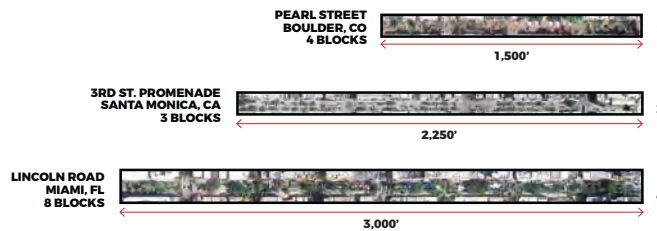


+ NEWBURY STREET IN BOSTON IS AN ANOMALY



PEDESTRIAN MALLS | PRIMARY LESSONS

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

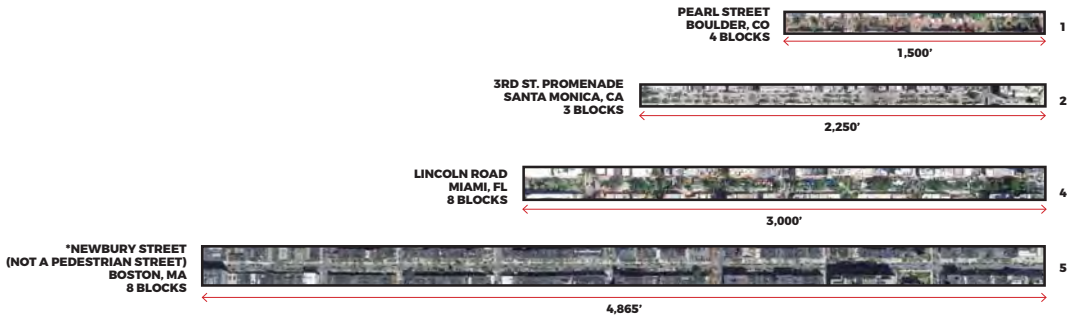


+ NEWBURY STREET IN BOSTON IS HYPER CURATED



PEDESTRIAN MALLS | PRIMARY LESSONS

+ MANAGEMENT IS FOCUSED SOLELY ON THE MALL / STREET ITSELF



PEDESTRIAN MALLS | WEB PRESENCE & SOCIAL MEDIA

3RD STREET PROMENADE



LINCOLN ROAD MALL



NEWBURY STREET

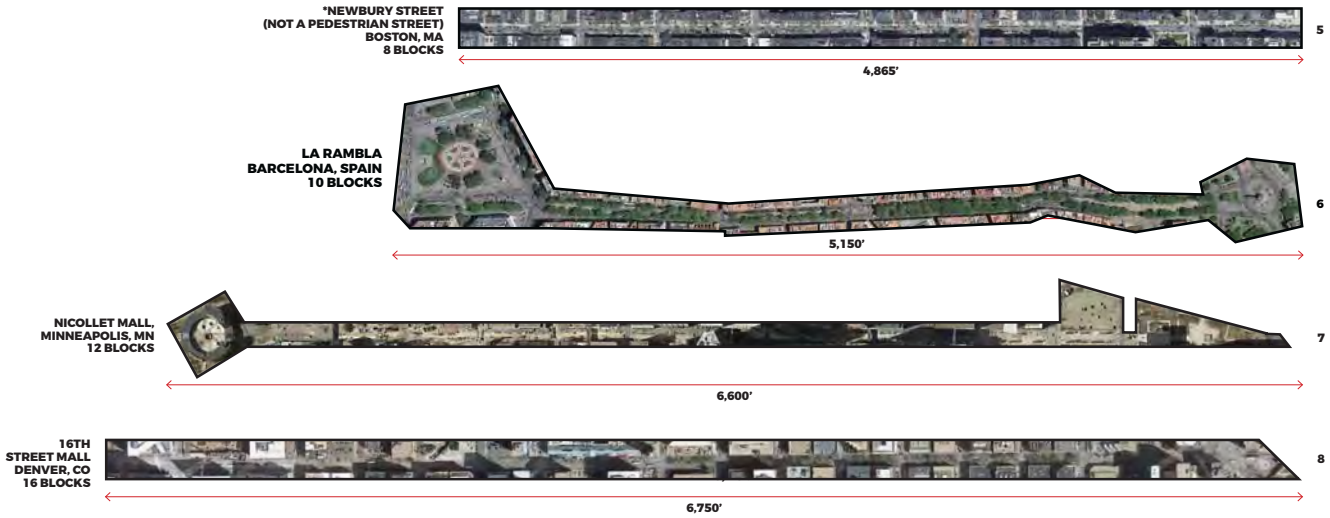


NICOLLET MALL



PEDESTRIAN MALLS | PRIMARY LESSONS

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



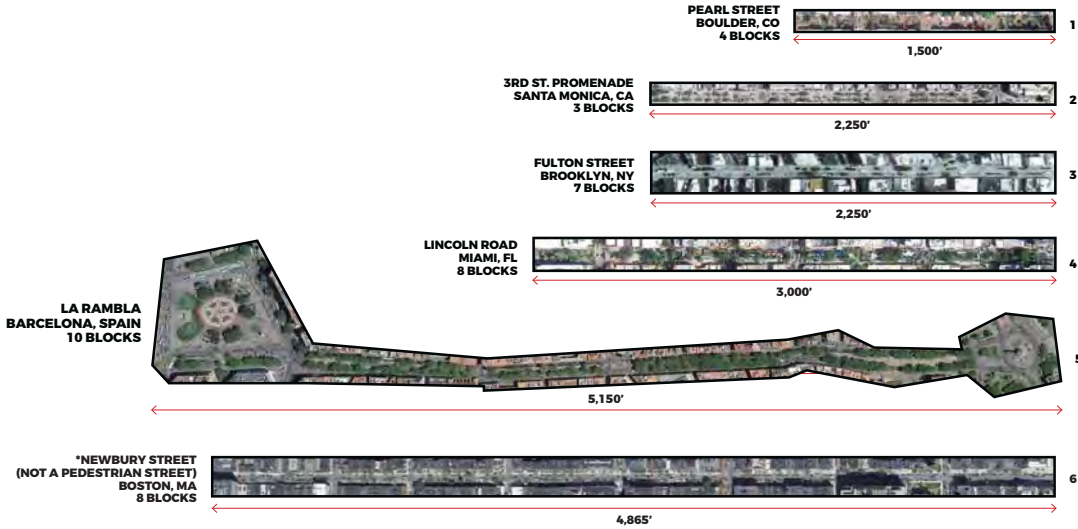
PEDESTRIAN MALLS | PRIMARY LESSONS

+ THE LONGER MALLS / STREETS BENEFIT FROM ZONES WITH DISTINCT CHARACTERS



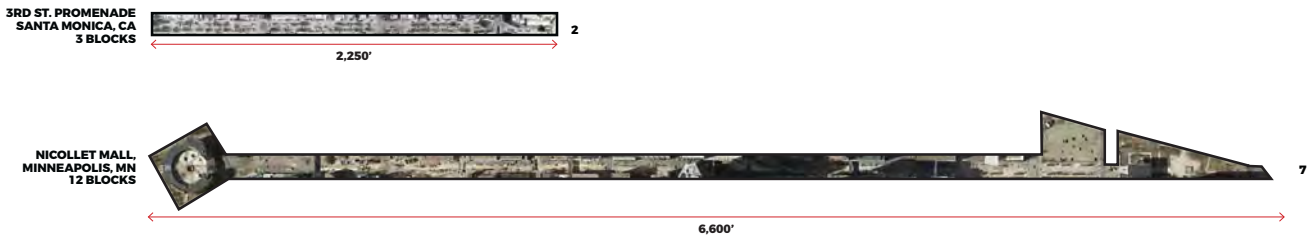
PEDESTRIAN MALLS | PRIMARY LESSONS

+ MALLS / STREETS HAVE STRONG CONNECTIONS TO ADJACENT DISTRICTS.



PEDESTRIAN MALLS | PRIMARY LESSONS

+ SURVIVORS ARE NOT AFRAID TO REINVENT THEMSELVES.



A nighttime photograph of a city street, likely 16th Street Mall in Santa Monica. The image shows a multi-story brick building on the left, a modern glass skyscraper in the background, and a street with light trails from cars and streetlights. The scene is illuminated by warm yellow streetlights and cooler blue and green light trails.

16TH STREET MALL | REPORTS

+ RECURRING THEME: ACKNOWLEDGEMENT THAT THE MALL IS VERY LONG.

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

A nighttime photograph of a city street, likely 16th Street Mall in Santa Monica. The image shows a multi-story brick building on the left, a modern glass skyscraper in the background, and a street with light trails from cars and streetlights. The scene is illuminated by warm yellow streetlights and cooler blue and green light trails.

16TH STREET MALL | REPORTS

+ RECURRING THEME: URBAN LIVING SHOULD BE A PRIORITY, FOR EXAMPLE 'THE URBAN VILLAGE' FROM THE ULI REPORT

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

A nighttime photograph of a city street, likely 16th Street Mall, featuring light trails from traffic and illuminated buildings. The scene is vibrant with various colors of light trails and the warm glow of streetlights and building windows.

16TH STREET MALL | REPORTS

+ RECURRING THEME: THE IMPORTANCE OF CURATING RETAIL ON THE MALL

16TH STREET MALL | REPORTS

+ RECURRING THEME: CREATE AND IMPLEMENT A MALL ACTIVITIES STRATEGY

A nighttime photograph of a city street, likely 16th Street Mall in Santa Monica. The image shows a multi-story brick building on the left, a tall modern skyscraper in the background, and a street with light trails from cars and streetlights. The scene is illuminated by warm yellow streetlights and cooler blue and green light trails.

16TH STREET MALL | REPORTS

+ RECURRING THEME: CREATING CONNECTIONS, I.E. THE RIBS OF THE SPINE.

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

16TH STREET MALL | REPORTS

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

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



CASE STUDIES

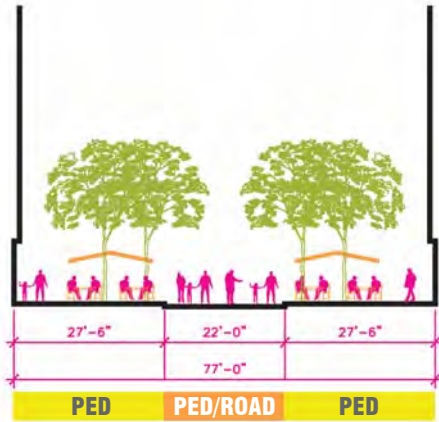


**3RD STREET PROMENADE
SANTA MONICA, CA**

2,250'

3 BLOCKS | 2,250' LONG

3RD STREET PROMENADE. SANTA MONICA, CA | LENGTH 2.250'



THIRD STREET PROMENADE HAS BEEN A CENTER OF BUSINESS IN SANTA MONICA SINCE THE TOWN'S INCEPTION IN THE LATE 19TH CENTURY. THE PROMENADE'S ROOTS DATE BACK TO THE 1960S WHEN THREE BLOCKS OF THIRD STREET WERE CONVERTED INTO A PEDESTRIAN MALL. BY THE LATE 1970S, THE SANTA MONICA MALL WAS IN NEED OF A REDESIGN.

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

1961 COMMITTEE FORMED TO CREATE A PEDESTRIAN MALL

1965 THE MAIN DOWNTOWN SHOPPING PRECINCT WAS CONVERTED INTO A PEDESTRIAN MALL

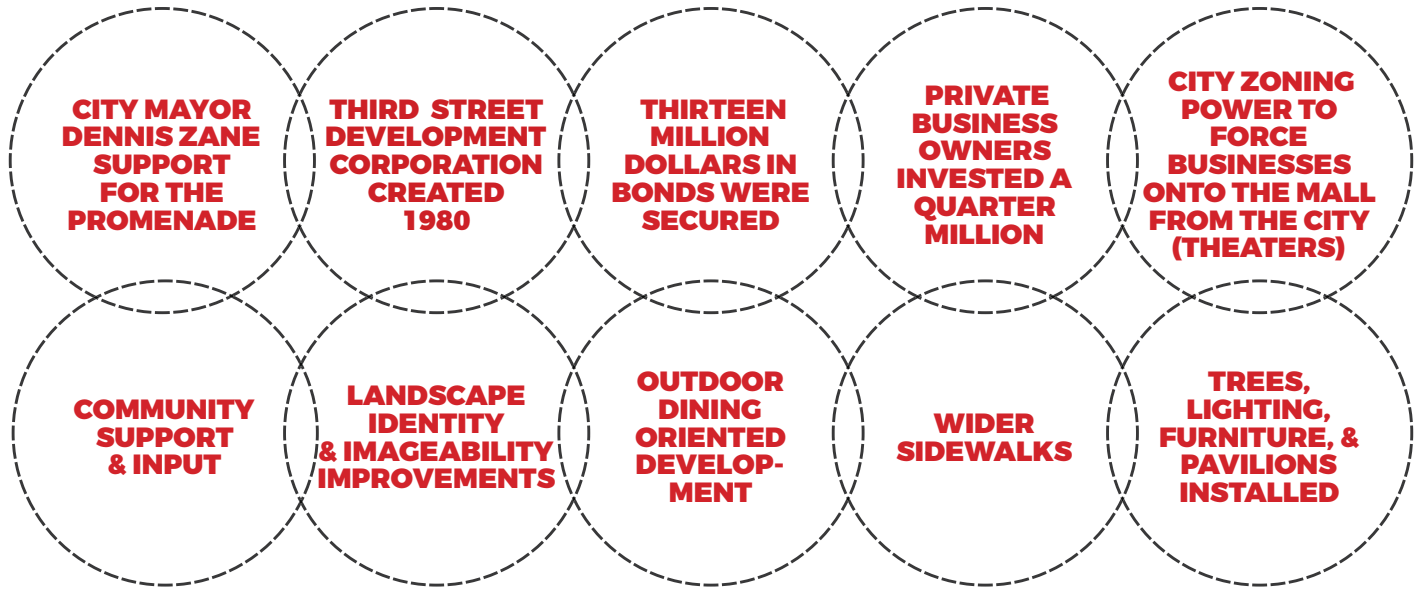
1970 OVER 3,000 PARKING SPACES SERVING THE MALL

1980 INDOOR SANTA MONICA PLACE OPENED AND CREATED COMPETITION TURNING 3RD STREET PROMENADE INTO "AN URBAN EYESORE" & "A GHOST RETAIL PROMENADE"

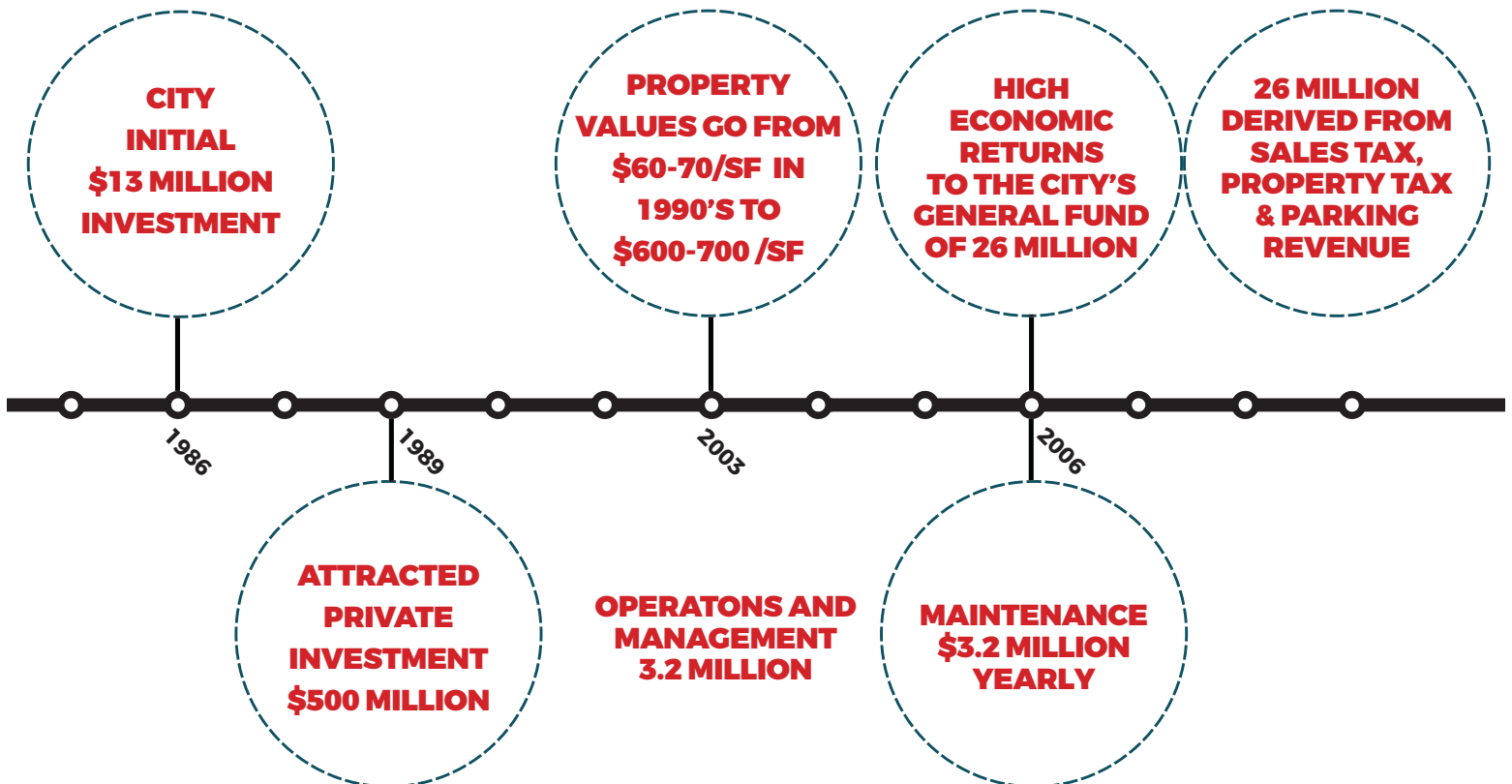
1989 \$10-million Renovation 09/16 Reopened as Third Street Promenade Exceeded All expectation

Source | How Santa Monica's Third Street Became a Promenade... <https://www.kcet.org/shows/lost-la/how-santa-monica-s-third-street-became-a-promenade>

3RD STREET PROMENADE | 1986-1989 REDESIGN PROCESS



3RD STREET PROMENADE | 1986-2017 INVESTMENTS



3RD STREET PROMENADE | THREE LARGEST TAKEAWAYS

RESPONSIBLE FOR ONLY THE MALL - NOTHING ELSE...

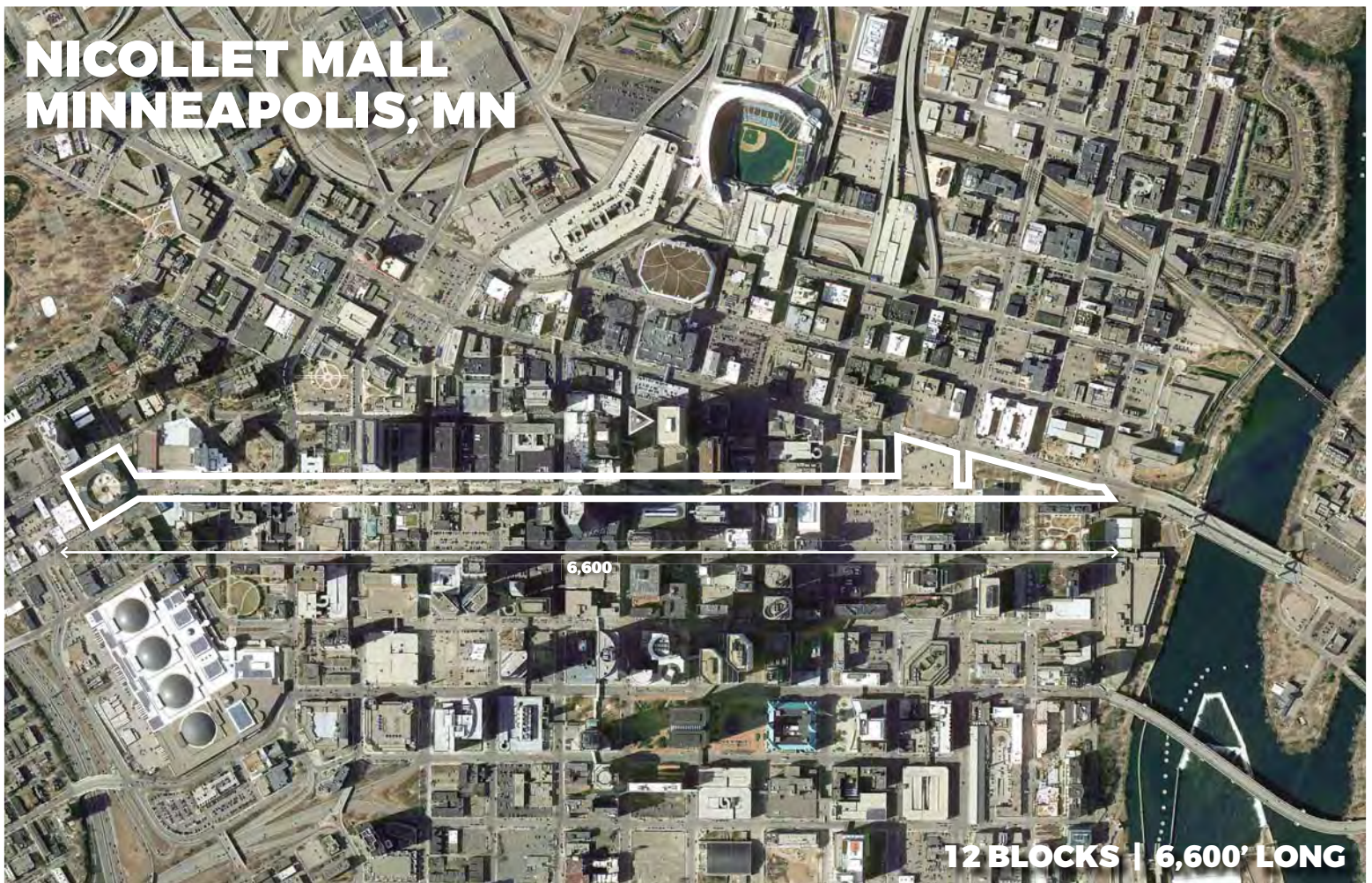
**PUBLIC
PRIVATE
MANAGEMENT
ENTITY
BAYSIDE
MANAGEMENT
CORP.**

**CITY
LAND USE
CONTROLS**

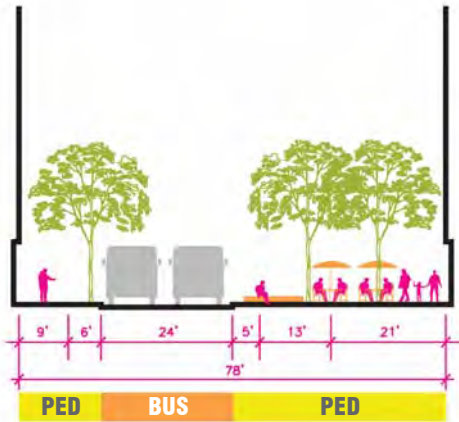
**IDENTITY IS
THE SHOPPING
EXPERIENCE
AND NOT THE
IMAGEABILITY OF
THE MALL ITSELF**

Santa Monica's efforts are notable because the city used its land use controls not only to control the design of its downtown pedestrian mall, but also to force a major business and night time attraction, the movie theaters, into the mall.

**NICOLLET MALL
MINNEAPOLIS, MN**



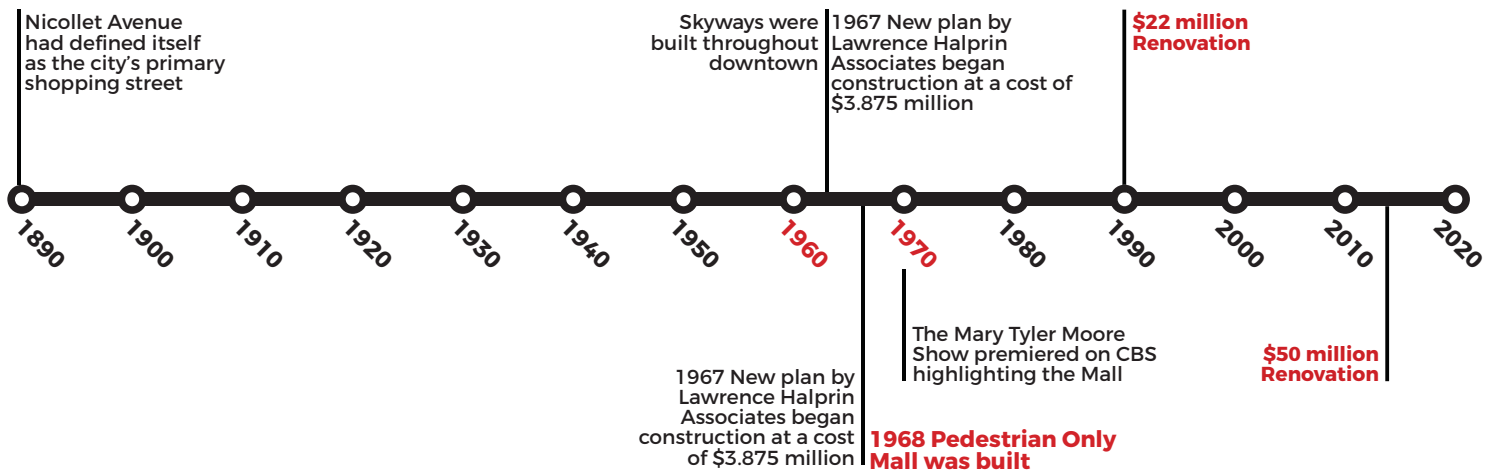
NICOLLET MALL MINNEAPOLIS, MN | LENGTH 6.600 FT



BY THE END OF THE 19TH CENTURY, NICOLLET AVENUE HAD DEFINED ITSELF AS THE CITY'S PRIMARY SHOPPING STREET. IN 1962 THE MALL WAS REDESIGNED BY LAWRENCE HALPRIN INTO A CURVING, TREE-LINED MALL CLOSED TO AUTOMOBILE TRAFFIC, WITH AN 80-FOOT RIGHT-OF-WAY. NICOLLET MALL IS KNOWN AS THE FIRST TRANSIT MALL IN THE US.

Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | 1890-2017 HISTORY TIME LINE



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

Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | LAWRENCE HALPRIN DESIGN



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



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



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

Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | LAWRENCE HALPRIN | WHAT SURVIVES?



GONE

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



SURVIVED

In the redesign, Skyway system is modified and renovated



SURVIVED

The winding street structure is kept in both renovations

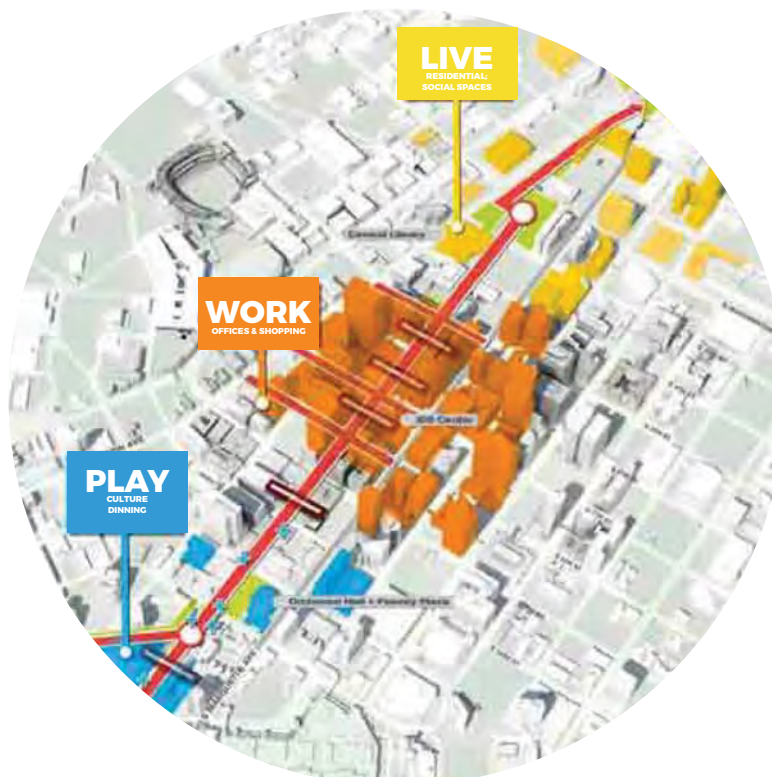
Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | AN IDENTITY CRISIS IN THE 2000'S



Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | DISTRICT IDENTITIES



Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | REINFORCING DISTRICT IDENTITIES

NICOLLET FEATURES AND PLACES

DESIGN DEVELOPMENT
MAY, 2015

1. LORING WOODS PLAZA



3. OUTDOOR DINING



5. ART WALK



8. THEATER IN THE ROUND



2. READING ROOM



4. THE LIGHT RIBBON

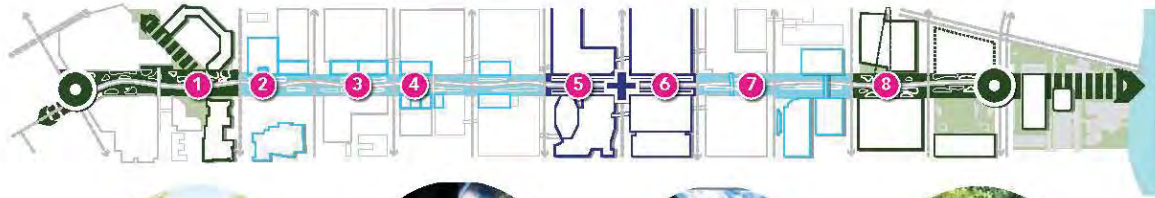


6. LIGHT WALK



7. TREE GROVES

JAMES
CORNER
FIELD
OPERATIONS



Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | ICONIC-SCALED SOCIAL FURNITURE



Source | <http://www.nicolletmallproject.com>

NICOLLET MALL | OPENNESS TO CHANGE



NICOLLET MALL | GRAPHIC IDENTITY AND REBRANDING

MOVEABLE CHAIR

UPRIGHT CHAIR



LOUNGE CHAIR



JAMES COOPER
FIELD OPERATIONS



BUS STOP SIGN



JAMES COOPER
PUBLIC OPERATIONS

DESIGN DEVELOPMENT
MAY, 2014



PENTAGRAM

**SEGMENTING 12
BLOCKS INTO #3
PROGRAMMATIC
ZONES OF LIVE,
WORK, PLAY**

**ICONIC
IMAGEABILITY,
HIGHLY VISUAL
SPACES,
MATERIALS AND
IDENTITIES**

**AMPLIFYING
EXPERIENCE
WITH A DYNAMIC,
DESTINATION
PUBLIC SPACE**

Success has yet to be determined, however segmenting the blocks into discrete and identifiable 'chunks' (live, work, play) allows for the mall to be delivered in unique and more manageable geographies. Historically, successful malls are 1-4 blocks long. Shorter urban identifies create improved opportunities for authenticity and diversified program.

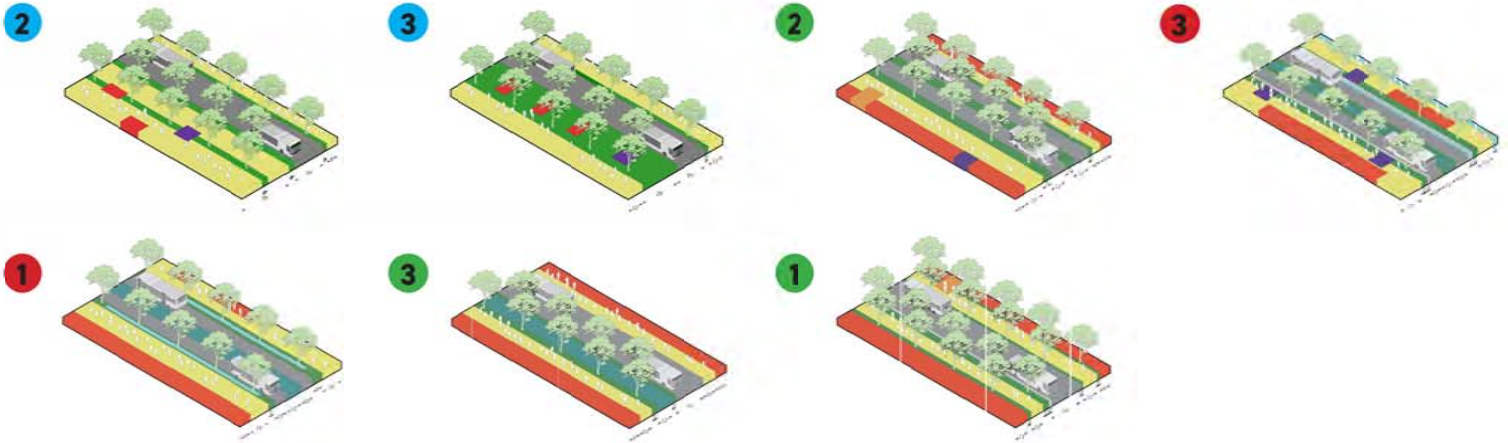


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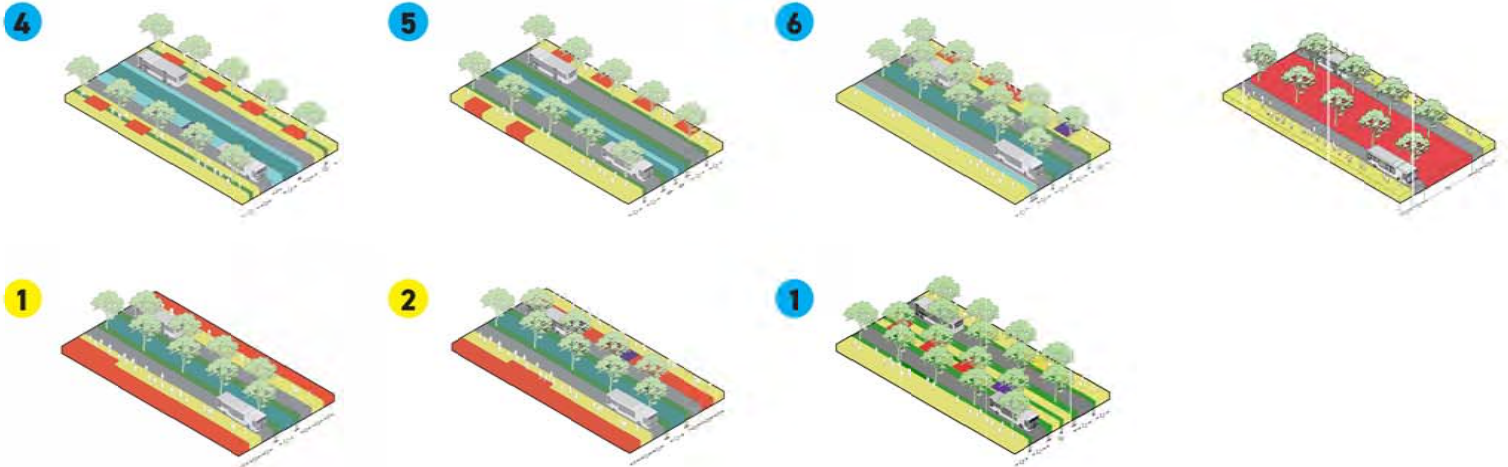


Workshop Diagrams

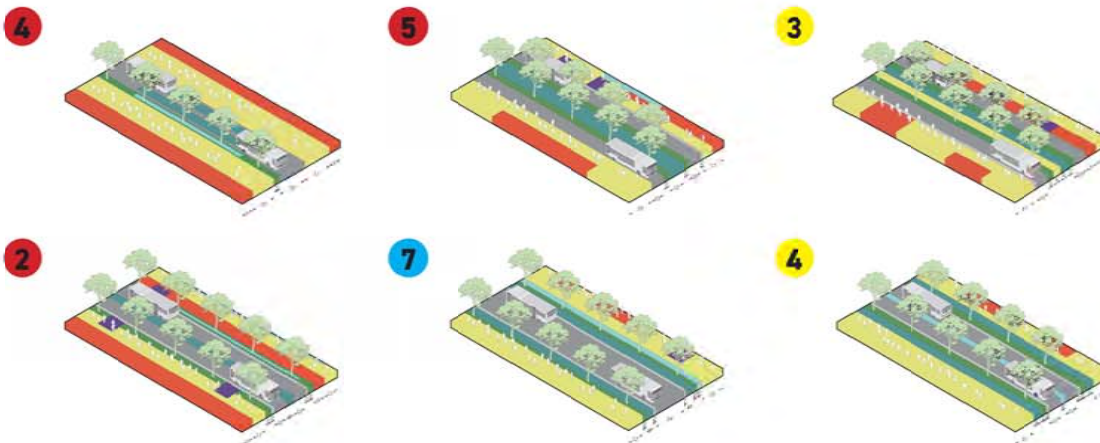
1: Asymmetrical



2: Center Running Lanes



3: Center Median



- # red group
- # green group
- # yellow group
- # blue group

Our Ideal Future

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



GROUP RED STATEMENT

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



GROUP BLUE STATEMENT

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



GROUP YELLOW STATEMENT

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



GROUP GREEN STATEMENT

“A universally recognized experience”
 “A (connecting) place that breathes the essence of the shared Denver experience”
 “Welcoming all people to a safe place to have a memorable and authentic experience”



Economic/Retail Break-out Session Notes	
Input	Resolution
The mall isn't just about retail	Framework Plan
Economic life of 16 th Street will remain linked to transit and its ridership	P&N
Retail for daily living	Framework Plan – Management
Authenticity + experience + locality	Urban design
Flexibility/fluidity – blurring boundaries of time & space	Future Statement and P&N
Extension of retail experiences/opportunity into public space/side streets	Urban design and Framework Plan
Retail/mall offerings are not that great now	Framework Plan – management
Retail is changing – may go away	Framework Plan
If retail future is internet/grocery/big box, can 16 th Street Mall survive?	Framework Plan
Important to recognize that shopping can't save Mall	Framework Plan
Experiential environment/retail: great design	Framework Plan
Why are some of the new, popular businesses not coming to Denver? Chef focused restaurants Beer Creek Bourbon	Framework Plan
There may not be a need for huge retail spaces, may have to chop them up for more boutiques, food halls, booth space (Best Buy, Amazon, etc.)	Framework Plan
Experiences may replace retail. Experience the retail brand & then go home and order it for home delivery. Don't have to carry the packages around.	Urban design
Open spaces for restaurants/movies = blurred experience	Urban design
The Mall is a neutral zone – can't design for trends. Can't curate retail – too many property owners	P&N and Urban design
Curating example – Santa Monica: Owning body review tenants; aesthetics, etc.	Framework Plan
How palatable is the idea of governance over which type of retail can come in? Some areas lend themselves better to this (e.g. that's how Pavilions works)	Framework Plan
Ways to incentivize this? Market in Seattle that has association to help with storefront, signage, tenants.	Framework Plan
Full spaces. Everything is leased so it makes turnaround hard.	Framework Plan
Pop-up shop possibilities? Carts? Ribs? More vacancy here, may be able to generate interest in curation.	Urban design
The mall is public space – privatization would be tough	Urban design
Transit on the mall is an economic generator. Easier to get off the bus than park your car.	Urban design
1% of transit riders interact with the mall	Urban design
Housing density is a good tax generator	Urban design
LoDo/DUS/Cherry Creek have a vision. Can we use this project to have to one to incentivize the Mall?	Framework Plan
Experience impacts economic development	Urban design
You can have access to goods online and immediate	Framework Plan
Micro housing impacts – shared spaces & experiences	Urban design
Nicollet Mall – no anchor stores (not on 16 th Street Mall either) Evolution of retail – no anchors Experience the street, or looking into the store (Apple store)	Urban design

Experience – unique brands; local stores	Urban design
Authentic retail experiences – The Denver experience. History exists on Mall but does not feel authentic with chain stores	Urban design
Need diversity of customers to support transit – regional tourism	Urban design and Framework Plan
RTD has data of ridership demographics	P&N
The new Mall shuttles are too silent	Urban design
Changing experiences in public space that are unique to Denver. Programming; Meet in the Street	Urban design and Framework Plan
Opportunity in alleys (Fort Collins retail alley programming) & side streets that are unused	Urban design and Framework Plan
Connect side streets	Urban design and Framework Plan
14 th Street more active	Framework Plan
Social/Human Experience Break-out Session Notes	
Input	Resolution
Today, people want to “do”, interactive. Selfies, photographs doing things.	Urban design
Innovation – green space/infrastructure; utilities; sustainability	Engineering
Moving away from brick & mortar – community Wi-Fi; businesses advertise on mobile devices/opportunity	Urban design and Engineering
Homogenous businesses/chains: larger stores can afford rent	Framework Plan
Local businesses – celebrate uniqueness	Framework Plan
Experience the uniqueness Tactile Interactive experience leads to lingering	Urban design
Mix of retail Destination retail brings people together & they stay longer Unique retail	Framework Plan
Walkability – walk to variety of retail	Urban design
Services/retail for residents? Limited currently, but need higher residential density to support chicken/egg	Framework Plan
Opportunities for farmer’s market? Has been discussed but never executed, why? Perhaps this fits in weekend CBD area.	Urban design and Framework Plan
Parking lots/in-fill areas that are now lots Less people driving now Driverless cars – less parking needed Reactivate current parking structures/surface lots. Allow greater variety (retail uses more space)	Implementation Plan and Framework Plan
Food/food trucks/variety of eateries. Competition: small, medium, large eateries – enough people for all?	Urban design and Framework Plan
Non-traditional hours for retail	Framework Plan
Transit – operates like an elevator: stops at all stops Ridership roughly even throughout the length	P&N
Great public space is missing (Federal Reserve Bank: transform to open space/plaza)	Implementation Plan and Framework Plan
Like the pianos on the Mall	Framework Plan
Time management of space	Framework Plan

LoDo moveable chairs to address sun/shade. But night time locked up for security issues.	Framework Plan
Buskers/musicians: Manage it or not? Do some management in high traffic areas NYC example – painted tones	Framework Plan
Halprin Skyline Park: Overdesigned 16 th Street Mall: blank slate; flexibility of design	Urban design
Flexibility of shared streets Pedicabs Horses Pedestrians	P&N
Flexibility for the future	P&N
Funnels of transportation impacts programming	Framework Plan
Opportunities for minor adjustments Liquor laws/tables on/off options One sidewalk café in 1982 – 70 sidewalk cafes Creates “cages”. Opposite – feel like you are in an uncontrolled environment What if flexible of on/off mall	Framework Plan
Lincoln Road Mall in Miami Beach: ped feel in restaurant	Urban Design
Advanced technology for visitor support: Holograms (like Disney World)	Framework Plan
In 20 years, we won't have retail as we know it now. Stores will be very small. Building use will change.	Framework Plan
Millennials will have families – will they want to live on the mall? Yards, good schools, shared green spaces retain families.	Framework Plan
The human experience trend – people will pay more for this than “stuff”	Framework Plan
Need to feel safe to have a positive experience Hour & time of day impacts different areas of the city Need to change perception More people = safer Perception of safety in Mall (perception is reality)	Urban design and Framework Plan
Patio 16 is piping in nature sounds. People want authenticity – real animals and birds. Larimer Square & Union Station are authentic	Urban design
“Gamification” of downtown – tracking experiences – win something	Framework Plan
City can make goals for what desired social mix is	Framework Plan
Is there opportunity for Civic Center end of the Mall?	Framework Plan
Temporal differences a common theme	Framework Plan
Seasonal differences should be considered Winter on the Mall experience If there is always something cool going on, then people will just go	Framework Plan
Ownership of curatorship? BID has some of this but it is an economic burden	Framework Plan
Performance space	Urban Design
Technology in the public realm (phones, Wi-Fi) is changing how people interact	Framework Plan
Interactive design	Urban design

In Sydney, Australia entire blocks engage in festivals or activities (ice festival, light festival)	Urban design
Interject experiential aspect – authentic, maker space, raw feeling (e.g. RiNo)	Urban design
Interjecting more into empty first floor/lobbies	Framework Plan
How do zones with different objectives keep Mall relevant? Does not have to be everything to everyone, everywhere	Implementation Plan
Activity on numbered streets – previously; linear/corridor	Implementation Plan
Mobility Break-out Session Notes	
Input	Resolution
Trends: Districts are developing More people-place development in adjacent districts Migration of business to LoDo More residential downtown People living downtown have different transportation needs Connectivity Multi-modal Tapestry vs. corridor Central hub no longer spine; reach tentacles outward Walkability Social evolution of demographics Does it need to all things to all people all the time? Union Station – diversity in people, uses, retail	Urban design and Framework Plan
Demand for walkable communities Residents demand it Need high quality walking environment	Urban design
More transit options – focused, less vehicular desire TNCs Mobile apps Autonomous vehicles	Framework Plan
What types of technology advances can control shuttles to alleviate buffer between shuttles and pedestrians?	Framework Plan
RTD looking at autonomous vehicles	Framework Plan
Shared spaces trend: Woonerf All modes welcomed Pedestrians prioritized first Auto traffic slowed	Urban design
Flexibility of mobility uses & infrastructure & design – plan for the future	Urban design
Connectivity – wayfinding of transportation options	Engineering
Disruptions interrupt shuttle route	Urban design and engineering
Lighting to bus lane to show there the pedestrians should go	Engineering
Has downtown residential transit users changed? DDP commuter study Residents are walking/biking – not transit	P&N Urban design
Bike access needed: Not allowed Monday-Friday on Mall. Nicollet Mall you can.	Framework Plan
Family friendly mobility options	Urban design

Autonomous vehicles Smaller but more shuttles? Worth the investment? Large buses take up more space	Framework Plan
Electric buses are quieter. Harder for vision impaired to detect	P&N and Urban design
Residents in adjacent districts: bike or walk to Mall; not using cars	Framework Plan
Less car ownership	Framework Plan
13 cross streets	Implementation Plan
Repurpose rib streets (all but one is one-way)/connectivity to districts	Implementation and Framework Plan
Traffic <u>IN</u> previously – now not used this way primarily. Need changed/focus changed	Urban design and Implementation
Places to load/un load people & delivery	Urban design
Lyft/Uber – ride share	Urban design and Framework Plan
Places to get in and out of vehicles	Framework Plan
Carriages in evenings/lower bus service. No complaints about move service	Framework Plan
No major nodes/gathering places	Urban design
Late night uses (post restaurant; post night out) less bus, more other transport (Lyft, Uber, pedi-cab)	Framework Plan
Other nodes for public activity – plazas Off Mall Take pressure off Mall to be all things to all people	Urban design and Framework Plan Implementation Plan
Transverse opportunities	Implementation Plan and Framework Plan
Bike/pedestrian connection to transport	Urban design
Flexible mobility	Framework Plan
Mobility nodes	Urban design
Mobility hubs integral to Mall	Urban design
Build on what the shuttle does Access: bike share, golf cart, pedi-cabs	Framework Plan
Gold Line, Northwest Rail and Denver Union Station will increase demand. Need to address additional ridership	Framework Plan
Denver is now a 24/7 city, not just AM & PM. This creates more demand.	Framework Plan
More people are choosing to live downtown. A new school was just built.	Urban design and Framework Plan
The Mall is a different experience when masses are there	Urban design
The Mall is a go-to place, not just move through	Urban design
Tourism creates different uses. Longer use period from people coming from different time zones	Urban design
Millennials don't want cars	Framework Plan
Build the Mall for the next generation	Urban design
Live in city center, won't own a car. how does that change planning?	Framework Plan
Less need for parking with autonomous vehicles but potential for pullouts	Urban design
Will autonomous vehicles affect transit use?	Framework Plan
Autonomous vehicles will make city more pedestrian friendly (less traffic in downtown)	Framework Plan

How multi-modal should the Mall and ribs be?	Framework Plan
Will autonomous shuttles be future of Mall transit? Do these need to be the same fleet? Allow for bikes, pedi-cabs, smaller vehicles/shuttles	Framework Plan
Ribs/intersections – curb dimensions will be important	Implementation
Live/work/play in Denver will reduce traffic & convert mobility needs	Framework Plan
Pedestrian Mall is priority, transit secondary. However, it was built as a transit way Mall.	Urban design and Framework Plan
Trend: buildout of transit system increases usage of shuttle	P&N
How do we accommodate more people on the Mall? Is it possible?	Framework Plan
Remind people that they don't have to ride the shuttle	Framework Plan
In Portland biking felt safe, not so much in Denver	Framework Plan
Vehicular access to mountains may impact autonomous vehicles	???
Demographics Break-out Session Notes	
Input	Resolution
Higher concentration of residents – need economic diversity – smaller scale living	Urban design
Mall becomes a key public space for social interaction	Urban design
Authenticity comes from affordability and diversity	Urban design
Changes to Mall won't change demographics	Framework Plan
Provide diverse environments along Mall and elsewhere downtown	Urban design and Framework Plan
Family residential amenities need to be incorporated on & off the Mall	Urban design
Adjacent buildings affect comfort/scale of experience on Mall	Implementation and Framework Plan
Affordability is a big problem. Need housing for everyone, not just the rich. There are lower income workers on the mall.	Framework Plan
Cultural/economic diversity – live where you work & can afford	Framework Plan
Build smaller units to be more affordable	Framework Plan
Older/smaller/better = more livable spaces	Framework Plan
Need community spaces to support smaller housing options	Framework Plan
Turn parking garages into housing?	Framework Plan
Eliminate parking requirements	Framework Plan
Zoning isn't the issue	Framework Plan
Need amenities i.e. grocery store, parks	Framework Plan
Work spaces/environment are changing	Framework Plan
Workers less mobile/work at home	Framework Plan
Changing expectations on what kind of home to live in	Framework Plan
Household size is dropping; Percentage of married people is less: condos will be more desirable	Framework Plan
Genxers may want loft type nursing homes in downtown (when they need them)	Framework Plan
Residents seem to be millennials & retirees	Framework Plan
LoDo – younger audience. Redefining “spine” businesses	Framework Plan
Empty nesters may want to move downtown when they retire	Framework Plan
Study showing that older boomers are returning to cities	Framework Plan
Who are we defining this for? One generation; flexible; multi-modal	Framework Plan

Welcome everyone. Build for all generations	Urban design
An older population will change pedestrian types	Framework Plan
Tie Auraria/Denver Performing Arts area together with Mall with something big to draw people (big Starbucks)	Implementation
Investment high in LoDo, perhaps has neglected other end CBD, buildings are more single purpose. Mall is more transit focused. Rent prices – businesses gravitate towards LoDo	Framework Plan
Attract families: School issues Do we have options? Yes, social acceptance/diverse populations Vancouver recruited families Shopping is key to attracting/retaining families Providing educational facilities is key. Playground in LoDo has been well used. It's safe, clean & well maintained.	Framework Plan
Family living options More now but cost a deterrent to families Perception of safety Lot of activity in daytime Night time conflicts Need more people at night to appear safe	Framework Plan
Family Amenities DUS plaza fountains Pearl Street Mall kids areas On & off the Mall opportunities Need sidewalks to accommodate strollers	Urban design
Boulder: Family designation. Safe without transit. Intimate.	Framework Plan
16 th Street Mall: Different retail, more office. Transit not welcoming to families.	Framework Plan
Daytime vs. nighttime uses/areas Financial district: booming during day; quiet at night LoDo: Busy. Didn't used to be at night. Entertainment areas	Framework Plan
Family attraction requires special programming to achieve	Framework Plan
Should downtown Denver be the place that attracts young families? Should we compete with the suburbs?	Framework Plan
Potential to create family friendly pockets	Urban design
Buy in coming from breaking down into smaller zones or communities. Acknowledging the zones.	Implementation and Framework Plan
Should be a civic space that welcomes all	Urban design
Downtown Denver provides 60% of tax revenue from hotels There were 17 million overnight visitors in downtown last year	Framework Plan
Stickiness may not be a goal for entire Mall. Varies by time of day, day of week	Framework Plan
What gets people to stop & linger? Keystone destination	Framework Plan
Grittiness, not antiseptic	Urban design
Lack of residents	Framework Plan
Mobility/multi-functional access	Urban design
Resiliency (past change/future change)	Urban design

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

Defining the 16th Street Mall's Future

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

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

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

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

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

GROUP BLUE STATEMENT

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“A universally recognized experience”

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(a combination of diverse elements forming a coherent whole)
of places, mobility and experience for everyone”

Draft

Alternatives Analysis and Environmental Clearance

16th Street Mall Preliminary Purpose Statement and Need Factors

Purpose Statement

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

Need Factors

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

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

Goals

- Maintain and improve economic viability of businesses on the Mall and on adjacent streets
- Minimize construction impacts to businesses
- Preserve the Mall's intent and past while imagining a sustainable and dynamic future
- Minimize environmental impacts

16th Street Mall Workshop #1 Wrap up Session

Commonalities

Honor history

Alleys

Opportunities on edges

Evaluating bikes as part of experience

- Need to study the appropriateness

- Openness to expanding study.

- Importance of bike infrastructure

- Continue to allow bikes on Saturday & Sunday

- Riders/drivers perspectives

- Flexibility

- Temporal

Curation/Curating

- How connect to NEPA design?

- A plan beyond the study?

 - Events

 - Programming

 - Retail strategy (set aside)

 - Design guidelines

 - Use public investment/design

 - Experience

 - Authentic

 - Education of property owners

 - Physical improvement will not solve our problems

 - Regulatory issues/solutions – zoning, liquor laws

Do we value lingering?

- Desire to stay, not pass through

- Retention, attraction of users

- Places to “hang out”

- Unintended consequences

 - Uncomfortable feelings

 - Intimidating with large groups

- More people = more comfortable = more families

- Multiple points for different demographics

- Balance lingering with two purposes

 - Commuting/mobility

 - Experience/place making

Goals

Suggestion to move balance amenities to Needs

Stronger word than “intent” – iconic, timeless

Discuss design quality

History is its high design quality

Suggested Need:

- Honor design integrity, building upon character-defining features

NEPA Questions

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

What's Keeping us...

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

Next Workshop

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

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall				
Outcomes: Direction for Alternatives				
Name	Organization	June 28	June 29	June 30
Bruce Abel	RTD	X		
Camilla Andersen	Gehl	X	X	X
Carrie Atiyeh	Visit Denver	X		
Jennifer Bryant	SHPO		X	X
Brad Buchanan	City & County of Denver	X	X	
Jon Buerge	BID	X		
Andrea Burns	City & County of Denver	X		
Rachel Carson	RTD	X		
Jessie Carter	RTD	X	X	X
Bar Chadwick	City & County of Denver	X	X	X
Nancy Clanton	Clanton Associates	X		
Jeff Cluphf	RTD			
Nate Currey	RTD			
John Desmond	Downtown Denver Partnership	X	X	X
Tami Door	Downtown Denver Partnership	X	X	X
Laura Dreher	CH2M	X	X	X
Dave Genova	RTD	X		
Emily Gloeckner	City & County of Denver	X	X	X
Kara Hahn	City & County of Denver	X	X	X
John Hayden	Resident	X	X	X
Scott Hergenrader	City & County of Denver	X	X	X
Tracy Huggins	DURA	X	X	X
Bruce James	Downtown Denver Partnership		X	

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall				
Outcomes: Direction for Alternatives				
Name	Organization	June 28	June 29	June 30
Jim Johnson	Downtown Denver Partnership	X		
David Kaufman	Property Owners	X	X	X
Annie Kuczowski	Clanton Associates	X	X	X
Bill Lang	CH2M	X	X	
Courtney Law	City & County of Denver	X		
Loretta LaRiviere	CH2M	X	X	X
Trevor Lee	The Olin Studio	X	X	
Annie Levinsky	Historic Denver	X	X	X
Matt Lister	Gehl	X	X	X
Sheryl Machado	GBSM	X	X	
Evan Makovsky	Property Owners			
Vince Martinez	BID	X	X	X
Amber Miller	City & County of Denver		X	
Michael Miller	The Olin Studio	X	X	X
Brittany Morris Saunders	Sewald Hanfling	X	X	X
Brea Olson	Downtown Denver Partnership	X		
John Olson	Historic Denver	X	X	X
Jennifer Orrigo Charles	Colorado Preservation Inc			
Sarah Orton	CH2M	X	X	X
Adam Perkins	BID	X	X	X
Brian Pinkerton	City & County of Denver	X	X	X
Tom Ragland	HKA	X	X	X
Lindsay Ritter	CH2M	X	X	X
Colleen Roberts	CH2M	X	X	X

Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall				
Outcomes: Direction for Alternatives				
Name	Organization	June 28	June 29	June 30
Joe Solidbar	SHPO	X		
Lucinda Sanders	The-Olin Studio	X	X	X
Richard Scharf	Visit Denver			
Matt Shawaker	RNL	X	X	X
Mark Sidell	Property Owners	X	X	
Tim Siedlecki	CH2M	X	X	X
Larry Squires	FTA	X	X	X
David Sternberg	Property Owners			
Arleen Taniwaki	Arland LLC	X		X
Lisa Trujillo	RTD	X	X	
Don Ulrich	HKA	X	X	X
Jyotsna Vishwakarma	RTD		X	
Mary Jo Vobejda	CH2M	X	X	X
Rich von Lührte	Historic Denver	X	X	X
Eugene Wade	BID	X	X	X
Jason Whitlock	City & County of Denver		X	X
Mandy Whorton	CH2M		X	
Ellen Wilensky	Lower Downtown District	X	X	
Steve Wilensky	RNL		X	
Susan Wood	RTD	X	X	X
Angela Jo Woolcott	GBSM	X	X	X
CHRISTINA ZAZUELA	RTD		X	
MEGAN ARELLANO	DENVERITE		X	
KIM GRANT	COLO PRESERVATION		X	X



Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall				
Outcomes: Direction for Alternatives				
Name	Organization	June 28	June 29	June 30
GRACE BUCHANAN	DTD Partnership			
DANA GREENLEAF	DTD Partnership			

Appendix D

Meet in the Street and Public Open House Comments

Open House

This information is available on the [City and County of Denver](#) website:

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

Purpose and Need

This information is available on the [City and County of Denver](http://www.denvergov.org) website:

[http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/
Project_Overview.pdf](http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/Project_Overview.pdf)

Social and Environmental and Transit Way History

This information is available on the [City and County of Denver](http://www.denvergov.org) website:

[http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/
2-existing-cond-enviro-resources.pdf](http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/2-existing-cond-enviro-resources.pdf)

Prior Studies and Mall Today

This information is available on the [City and County of Denver](#) website:

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

Maps and Pavement Conditions

This information is available on the [City and County of Denver](#) website:

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

Next Steps

This information is available on the [City and County of Denver](#) website:

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

16th Street Mall Meet in the Street Public Comments

Comments appear as they were written with no edits to grammar, spelling, or context.

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

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

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

16th Street Mall Open House Public Comments

Comments appear as they were written with no edits to grammar, spelling, or context.

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

2. Select any of the below resources that you would like to provide additional comments on. Number of responses indicated.
Visual/Aesthetics – 9 Safety and Security – 9 Economics – 5 Historic Resources Recreational Resources – 3 Water Quality - 1

2a. Select any of the below resources that you would like to provide additional comments on. Provide comments here
I.M. Pei design elements a little dated, stronger anchor retail
Run bus line through center of Mall and leave sides for pedestrians, businesses, buskers

<p>more of security presence & emergency buttons. visually more trees, public art, interaction, etc. Cleaning & holding businesses accountable for broken windows, buildings in disrepair, etc. I also love the interactive IKEA boards</p>
<p>The homeless are a huge deterrent. The amount of panhandlers asking for money makes me not want to visit the Mall. Get them off the Mall</p>
<p>I'd like to see a creative solution with 2 mix of suitable materials, such as colored concrete for the shuttle travel paths, but perhaps retaining granite pavers (or adding clay brick) in pedestrian areas. Slip hazards might be addressed with a rough finish to the granite.</p>
<p>** NO ANSWER PROVIDED ABOVE COMMENT: SUGGEST PROJECT TEAM MAKE A PRESENTATION TO CURTIS PARK NEIGHBORHOOD MEETING FIRST THURSDAY OF MONTH AT 23RD AND CURTIS AT UNITED WAY BUILDING AT 7:00 P.M.</p>
<p>PROVIDE AN ALTERNATIVE FOR TRANSIT, BEGGARS ETC.</p>
<p>* no answer to previous question</p>
<p>Visuals - increase green spaces, more trees; Economic - attract local business/ authentic Denver; Rec - increase usable space for events and recreation by putting transit closer together. Middle section is currently not user-friendly</p>
<p>above none selected</p>
<p>16th Street Mall is not safe. Especially after dark. Shuttles don't run as often at night and on the weekends. People are harassed by panhandlers for spare change. Don't make the 16th St Mall a giant frat party.</p>
<p>There is significant value in historic preservation and the iconic design and architecture. It is a destination and the design is a large reason for that. The design is critical to the success of the Mall and needs to be a critical component in moving forward</p>
<p>Mall feels unsafe - I've been harassed and yelled at by people panhandling. I've seen drug use and drug paraphernalia. Visitors to town don't want to come to the Mall, because it is "dirty" and "scary." In addition, I wish there were more trees and more plants on the Mall. It would be nice if the planters contained more than just petunias - native flowers and plantings would create a more unique space and enhance biodiversity downtown. More trees would encourage the linger factor, especially when it's so hot in the summer. As the design phase gets closer, the City should add recycling receptacles and maybe have more trash cans along the corridor. More secure trash cans and more frequent trash collection would also be great, since sometimes the cans overflow. The pattern of the pavers is very pretty and should be maintained even if the type of pavers need to be changed. The pavers themselves are slick in the winter and cause people to slip and fall. It would be nice if there was a way for bicycles to safely commute on the Mall. As a downtown resident, it would be nice if there were more entertainment options on the Mall. It seems that the majority of businesses on the Mall are chain restaurants and retail. It would be a more vibrant location if there were more options that spoke to the unique character of Denver. The City should try to channel the characteristics of the re-development of Union Station (which is amazing!) into design of the Mall. Encouraging more residential development downtown may also help with the linger factor. Also ban smoking on the Mall.</p>
<p>I am concerned with the proposal to extend the "asymmetric" pattern with buses adjoining each other in the middle and trees only on one side. The existing blocks in this pattern are FAR less pleasant, due to lack of shade/canopy. The trees are on the wrong side for casting much helpful shadow. The great number of missing trees of course compounds this issue, but even if filled in they would never give the same canopy as the symmetric blocks with trees in the middle. If the center-adjointing transit approach is pursued in order to unlock the largely-unused center space, please do so in a SYMMETRIC way, with the busway 2-directions in the middle and trees on the sidewalk on BOTH sides. I can't emphasize strongly enough how</p>

deficient the experience on the current asymmetric blocks are, on both sides of the Mall, compared with the symmetric blocks, during our "300" sunny days, due to this shade/canopy issue. Don't confuse putting the buses next to each other with symmetric/asymmetric choices -- they are separate decisions.

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

Finding as balance where it is comfortable to commute via and linger on the Mall

- more public restrooms open late (until midnight) - using old info buildings for police/ security substations along the mall - have dedicated police to cover Mall: we get to know police - they know community + problem makers & homeless

A green, eco-friendly, fun area to work & play. Use Mall to commute to work & more seating for lunches or hanging out, shade, etc.

A center promenade with more outdoor relaxation areas and places to eat under shade. Also the amount of kiosks only open a few hours a day makes the afternoon/ evenings look dull and empty. Perhaps a canopy that is interactive like the Fremont street in Las Vegas. Fun and engaging.

I'd like to see the treatment not stop at the 16th street ROW, but "spill over" into the cross-streets - even as far as the 14th street bike path + 19th St. Free Metro ride stations, subtle clues could help remind visitors, on, I'm near Curtis + Champa Sts versus I'm in LoDo or I'm at CCS. Would also like to see long-distance transit users stop at Mall destinations to buy coffee or whatever.

IMPROVEMENTS

> STOP PAYING 2 MILLION DOLLARS A YEAR TO REPLACE PAVERS; > REMOVE PAVERS - SOME TINTED CONCRETE (DIFFERENT COLORS) WITH PAVER LIKE IMPRINTS - GOVE AND TRAIN THOSE WHO WANT TO GET OFF THE STREETS - BRING THE THOUSANDS OF TRAILERS/ MODULARS FROM LOUISIANA (IF NECESSARY) TO PROVIDE TEMPORARY HOUSING - NO MORE PLANNING DISCUSSIONS - ACTION

More higher-end, local establishments. More diversity and opportunities to use the Mall as a gathering space that residents want to use

Fewer police. Those who are downtown take crime reports from variety class and black people.

Mall shuttles need to run more frequently at night and on the weekend. There are no public restrooms. Have somewhere for the homeless people, "urban travelers" to go hang out. Change public perception.

adding bikes 7 days a week and removing the Mall shuttles. Adding more kiosks and art to the Mall

A place that is uniquely Denver, that feels safe, and that contains a lot of vegetation.

Increased walking, lingering, and transit use. Increased movement between 16th St along the named streets (too much of the positive activity huddles only along 16th and the city's life ends up be far too "linear")



BOARD OF DIRECTORS

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Joseph D. Vostrejs

HONORARY

Dr. Thomas Noel

October 21, 2016

RTD Board of Directors
1600 Blake Street
Denver, CO 80202

Dear Board of Directors:

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

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

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

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

In keeping with its mission, the Denver Architectural Foundation believes that Denver needs to respect the World-Class design success of the Sixteenth Street Mall.



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ARCHITECTURAL
FOUNDATION

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HONORARY

Dr. Thomas Noel

The foundation acknowledges the ongoing maintenance and upkeep challenges that have prompted the DDP to investigate possible alterations to the Mall. We concede that certain design elements – particularly the design of the pavers and their underlying substrate – could be reconsidered in service of alleviating the significant maintenance burden shouldered by the DDP. However, we must advocate for an eventual solution that preserves the Mall in its original configuration.

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

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

Sincerely,

John Claypool, FAIA
Chairman

Pauline Herrera Serianni
Executive Director



Appendix E

Public Open House

Materials





Alternatives Analysis and Environmental Clearance

Come learn about the future of the 16th Street Mall

Open House

Thursday, July 27th, 2017

Regional Transportation District (RTD)
1600 Blake Street, Denver 80202
(basement board room)

Session 1 ~ 12:00 pm to 1:00 pm
OR

Session 2 ~ 5:00 pm to 6:00 pm

(the same information will be provided at each session)

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

For project information, check out our website at
www.denvergov.org/themallexperience



DOWNTOWN DENVER
PARTNERSHIP, INC.



Federal Transit
Administration



THE FUTURE OF
DENVER'S
16TH STREET
MALL

Análisis de alternativas y conformidad ambiental

Venga y aprenda sobre el futuro de 16th Street Mall

Visítenos en la calle

Sábado 22 de julio de 2017

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

Reunión abierta a todo el público

Jueves, 27 de julio de 2017

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

Sesión 1 de 12:00 p.m. a 1:00 p.m.

o

Sesión 2 de 5:00 p.m. a 6:00 p.m.
(En ambas reuniones se dará la misma información).

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

Para información sobre el proyecto, visite nuestro sitio web en

www.denvergov.org/themallexperience



Federal Transit Administration



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

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	WALT PIERCE	RTD	walt@	Denver, CO	555-555-5555
2	Susan Wehrspann		[REDACTED]	[REDACTED]	[REDACTED]
3	Scott Ramming	self	[REDACTED]	[REDACTED]	[REDACTED]
4	Laura Payne	RTD	[REDACTED]	[REDACTED]	[REDACTED]
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Sign-In
 16th Street Mall Open House #1
 Thursday, July 27, 2017 | 12-1 p.m.

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	Max Brandt	Morhanson Const	max.brandt@morhanson.com		303.517.6950
2	Nancy Krstof	Morhanson	nancy.krstof@morhanson.com		220-259-4868
3	Barbara Gunning			837 Park Ave. W. 102, Denver 80205	303-295-0705
4	Glenda Richey	Downtown Worker			
5	Natasha Kureshi				
6	Jan Smith	—			
7	TOM WAZDS	DOWNTOWN EMAILS			
8	Brian Pinkerton	City/County of Denver			
9	ALA ALAWAISEH	DR COG			
10	Sheri Rustin	RTD			
11					
12					
13					
14					



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

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	Stephanie Richey			[REDACTED]	[REDACTED]
2	Gaylyn White	Churchwhite	[REDACTED]	[REDACTED]	
3	Larry Squires	FRA Reason B	[REDACTED]	[REDACTED]	
4	Natalie Menten	RTD			
5	John Finegan	Resident	[REDACTED]	[REDACTED]	
6	Erin Clarke	Resident	[REDACTED]	[REDACTED]	
7	Alex Rose	N/A	[REDACTED]	[REDACTED]	[REDACTED]
8	Helen Bushnell	bus rider	[REDACTED]	[REDACTED]	
9	Rocio Rowland	N/A	[REDACTED]	[REDACTED]	
10	JOHN DESMOND				
11	Brea OLSON				
12	ALAN GASS	FAIA	[REDACTED]	[REDACTED]	
13	Victor Caesar	DURA	[REDACTED]		
14	Courtney Lee	City			



DOWNTOWN DENVER
PARTNERSHIP, INC.



Federal Transit
Administration



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

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	CHARLES WHITE		[REDACTED]	← Not Media	
2	MIKE KAY	ON 16th.com	[REDACTED]	[REDACTED]	[REDACTED]
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Sign-In
 16th Street Mall Open House #1
 Thursday, July 27, 2017 | 5-6 p.m.

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	SOEL Noble	INC	[REDACTED]	[REDACTED]	[REDACTED]
2	Sheila Cassil	ITSUGAR.	[REDACTED]	[REDACTED]	[REDACTED]
3	SCOTT REED	RTD	[REDACTED]	[REDACTED]	[REDACTED]
4	Tyson Martinez	N/A	[REDACTED]	[REDACTED]	[REDACTED]
5	Leslie Sale	LODO DISTRICT	[REDACTED]	[REDACTED] DENVER 80202	[REDACTED]
6	Jessie Carter	RTD	r		
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Sign-In
 16th Street Mall Open House #1
 Thursday, July 27, 2017 | 5-6 p.m.

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	Zach Davis	N/A	[REDACTED]	[REDACTED]	[REDACTED]
2	Anne Bensard	N/A	[REDACTED]	[REDACTED]	[REDACTED]
3	JOHN P. OLSON	HDI	[REDACTED]	[REDACTED]	[REDACTED]
4	Diane Marguiss	RTD	[REDACTED]	[REDACTED]	[REDACTED]
5	Keith Pryor	SELF	[REDACTED]	[REDACTED]	[REDACTED]
6	Brian Pinkerton	CCD			
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Media Sign-In
 16th Street Mall Open House #1
 Thursday, July 27, 2017 | 5-6 p.m.

	Name	Organization	Email	Mailing Address (Street, City and Zip Code)	Phone
1	Tom Meyers	CH 4			
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