STREETS AS MARKETPLACES

COLORADO’S RESPONSE TO MANAGE COVID TRANSMISSION AND IMPACTS ON COMMUNITY-SERVING BUSINESSES

MATTHEW BOSSLER, PLA | MUD SHIFT PLANNING AND DESIGN LLC MCBOSSSLER@GMAIL.COM
Colorado Coronavirus Map and Case Count


TOTAL CASES
17,256

DEATHS
901

UPDATE Includes confirmed and probable cases where available

(NEW CASES, BASED ON SEVEN DAY AVERAGE)

SOURCE: New York Times
Prepare for a period of adjustment as we reopen

Pandemics occur in waves

SOURCE: FLORIDA, R., PRESENTATION TO DOWNTOWN DENVER PARTNERSHIP’S “RESTARTING THE ECONOMY” WEBINAR SERIES, APRIL 30, 2020
HUD LOW AND MODERATE INCOME LEVELS

COVID-19 CASES

SOURCE: DENVERITE, REFERENCING CITY OF DENVER AND DENVER HEALTH (APRIL 8TH DATA)
TYPES OF BUSINESS IMPACTS

- NON-ESSENTIAL GOODS PROVIDERS CLOSED
- RESTAURANTS SUCCESSFULLY SHIFTED TO TAKE-OUT
- RESTAURANTS WITH MAJOR FALL IN REVENUE
- NON-ESSENTIAL SERVICE PROVIDERS CLOSED
SOURCE: LU ET AL, COVID-19 OUTBREAK ASSOCIATED WITH AIR CONDITIONING IN RESTAURANT, GUANGZHOU, CHINA, 2020, EMERGING INFECTIOUS DISEASES 26 (7)-JULY 2020 (NOTE: EARLY RELEASE SUBJECT TO CHANGE)
Restaurant attendance in states that have started reopening

Year-over-year change. Source: Open Table State of the Industry. Includes reservations and walk-ins.

SOURCE: WEISSMAN, J. THE SOUTH’S RESTAURANT REOPENING IS GOING ABOUT AS WELL AS YOU’D EXPECT, SLATE, MAY 11, 2020
Are you comfortable visiting stores and restaurants when they open?

114 responses

The results of a super unscientific poll conducted by Denverite.

SOURCE: BEATY, K. DENVERITES MAY NOT WANT TO RETURN TO RESTAURANTS AND RETAIL, REGARDLESS OF WHEN THE CITY LIFTS CORONAVIRUS RESTRICTIONS, DENVERITE, APRIL 30, 2020
POST-COVID, MANY MORE RESIDENTS WILL BE WORKING FOR HOME, ABLE TO PATRONIZE LOCAL BUSINESSES DURING DAYTIME

SOURCE: BEATY, K. DENVERITES MAY NOT WANT TO RETURN TO RESTAURANTS AND RETAIL, REGARDLESS OF WHEN THE CITY LIFTS CORONAVIRUS RESTRICTIONS, DENVERITE, APRIL 30, 2020
DENVER STREETS PARTNERSHIP SURVEY

- **SHARED AND OPEN STREETS** (in Cap Hill and Sloan’s Lake neighborhoods)
- **AFTER STAY AT HOME:**
  - 80% of people report walking and biking as much or more than before COVID
  - Most common reasons people gave for walking and biking:
    - Physical exercise
    - Mental health benefits
    - Access to food and essential services
  - 90% of respondents support maintaining Shared and Open Streets in some form even after the COVID pandemic subsides
  - Biggest improvement people would like to see is a more connected network between the Shared and Open Streets and common destinations
- **BIKE/PED COUNT:**
  - CITYWIDE ORGANIZATION AND ADVOCACY
  - INITIATE PATTERN BOOK (HOW-TO MANUAL)
  - LOCAL PILOTS
    - OTHER BIDS
    - OTHER COMMERCIAL DISTRICT TYPES (NOT MAIN-STREETS)
- **PHASE 3:**
  - APPLICATION TO REST OF CITY; COORDINATION WITH OTHER CITIES
“Testing and tracing are key. But we must also redesign civic assets and prepare for longer-term economic recovery.”
PRE-EXISTING CONDITION

12TH AVE AND CLAYTON
12TH AVE & MADISON: COVID RESPONSE CONCEPT EXPLORATION #1 (PRELIMINARY!!!)
ARTERIAL MAINSTREET ADJACENT: FEDERAL BLVD BID

IMBEDDED N’HOOD COMM’L, URBAN STRIP MALL: 22ND AND ONEIDA

ONE-WAY MAINSTREET, MINIMAL SIDEWALK: 13TH AND PEARL/WASHINGTON

ARTERIAL MAINSTREET ADJACENT: COLFAX AVE BID
PARKLETS ARE NOT A NEW IDEA

LONG BEACH (CA) PARKLET PROGRAM (CREDIT: STUDIOELEVEN)
PARKLETS ARE NOT A NEW IDEA

LONG BEACH (CA) PARKLET PROGRAM, RETHOUGHT FOR CORONAVIRUS REOPENING (CREDIT: STUDIOELEVEN)
ENVIRONMENTAL DESIGNERS ARE THE DOCTORS TO HEAL OUR CITY’S WOUNDS

CU DENVER’S “LARIMER’S LIVING ROOM” POP-UP, PARKING DAY 2019
THERE’S ROOM TO GIVE ON MAIN STREETS. BUT MANY ARE ALSO STATE HIGHWAYS. WILL CDOT PLAY BALL?

LONG BEACH (CA) PARKLET PROGRAM, RETHOUGHT FOR CORONAVIRUS REOPENING (CREDIT: STUDIOELEVEN)
## DENVER’S MATRIX OF HINDRANCES TO IMPLEMENTATION AND POTENTIAL SOLUTIONS

<table>
<thead>
<tr>
<th>Hindrance:</th>
<th>Potential Solution (local)</th>
<th>Potential Solution (state)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking minimums and use restrictions necessitate BOA review and approval of converting parking to commercial space.</td>
<td>Waive BOA approval process to allow streamlined approval of this conversion after DOTI, OSG, and Excise and License review.</td>
<td></td>
</tr>
<tr>
<td>Liquor license extension to new outdoor commercial zones would normally require a long and costly analysis and zone use permit</td>
<td></td>
<td>Address constraints in state law through amendments</td>
</tr>
<tr>
<td>Permits for extending licensed premise beyond patios and into parking lots or their neighbors premise (with their permission) is constrained by state law.</td>
<td></td>
<td>State law</td>
</tr>
<tr>
<td>Liabilities associated with COVID transmission risk and other health and safety risks due to expanded outdoor dining and other commerce could prevent execution</td>
<td>‘Safe Harbor’ provisions</td>
<td>Funding for this</td>
</tr>
<tr>
<td>Within contiguous outdoor dining areas, it is currently not possible for patrons to move from one space to the next with alcohol.</td>
<td>Permit entertainment districts without council approval, following review by pertinent executive branch departments, and recommendation of mayor. Expedite certification by EXL of promotional associations (joint liquor licenses). Permit temporary common consumption areas in all commercial districts that apply, and furthermore permit sale and service of alcohol.</td>
<td>Revise 2011 state common consumption legislation (SB 11-273) as necessary. Provide funding for planning and design associated with this.</td>
</tr>
<tr>
<td>Curfew times for gatherings concentrates patronage into a narrower window of time (~4-9 PM), increasing transmission risk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reducing lanes of travel on state highways (many of which are also main streets through small mountain towns and cities) would face a mountain of restance by CDOT.</td>
<td></td>
<td>Charge CDOT to expedite process of lane reductions through downtowns where # lanes = 3 or more.</td>
</tr>
<tr>
<td>Process of applying for acquiring CARES Act funding is nebulous.</td>
<td>Point us in the right direction and advocate on our behalf.</td>
<td>Point us in the right direction and advocate on our behalf.</td>
</tr>
<tr>
<td>Process of organizing, designing, and developing logistics (safety, security, circulation, trash, supplies, etc.) for outdoor commercial zones is time-consuming and requires professional assistance and a local liaison/facilitator</td>
<td>Dedicated funding for planning, design, and logistics for each commercial districts applying for and new outdoor vending zone, scaled to the size and complexity of the zone (averaging $15k)</td>
<td>Dedicated funding for planning, design, and logistics for each commercial districts applying for and new outdoor vending zone, scaled to the size and complexity of the zone (averaging $15k)</td>
</tr>
</tbody>
</table>
ORGANIZATIONAL STRUCTURE

POLICY-MAKERS

PROJECT TEAM

GOVT / BID / FOUNDATION FUNDING

LOCAL BUSINESSES AND COMMUNITY

LOCAL LIAISON

PROJECT TEAM

CITY / STATE-LEVEL ADVOCACY, POLICY REFORM, COORDINATION/FACILITATION, AND PRODUCTION OF UNIVERSAL DESIGN/PROCESS GUIDELINES

SITE/STREET/EVENT PLANNING & LOCAL FACILITATION
SCHEDULE

■ PHASE 1:
  - CITYWIDE ORGANIZATION AND ADVOCACY (JOIN US FOR A STATEWIDE EFFORT!)
  - ONE-PAGE PROCESS GUIDANCE TO BUSINESSES (HOW-TO SUMMARY)
  - INITIAL PILOTS (IMMEDIATE; LIKELY MAIN STREETS)

■ PHASE 2:
  - CITYWIDE ORGANIZATION AND ADVOCACY
  - PATTERN BOOK FOR EACH COMMERCIAL DISTRICT TYPE (HOW-TO MANUAL)
  - SECOND-PHASE PILOTS
    ■ OTHER COMMERCIAL DISTRICT TYPES (NOT MAIN STREETS)

■ PHASE 3:
  - APPLICATION TO REST OF CITY; COORDINATION WITH OTHER CITIES
POTENTIAL FUNDING

■ SEED:
  - CO COVID RELIEF FUND (<$25K) – Next deadline: May 16
  - Business Improvement District / DDA rainy-day funds
  - Municipal business assistance grants
  - Contracts for strategic program development (via commissioners/council/executive decree, etc.)
  - Impacted businesses (Staff Training, Physical Resources, Insurance extensions, consultant/non-profit support)
  - Community groups (RNOs, non-profits)
  - Civic resources (botanic gardens, convention centers, etc.)

■ SUSTENANCE:
  - Economic Development Authority (EDA)'s CARES Act funding
    ■ Economic Recovery Planning and Technical Assistance Grants
    ■ State/local govt. recovery and resiliency strategies,
    ■ others
  - Reallocation of funds earmarked for tangential transportation planning and economic development projects
  - CITY FUNDING
    ■ EXECUTIVE BRANCH (PUBLIC HEALTH, DOE, DOTI, CPD, OSE, ETC.)
  - DEDICATED PUBLIC STAFF HOURS (including police as security?)
  - DEDICATED PHYSICAL RESOURCES (railings, trash cans, barricades, etc.)