

Design Workshop, Inc.  
Landscape Architecture  
Land Planning  
Urban Design  
Strategic Services

## Meeting Record

To: CCN Project Advisory Group, CCN Project Management Team  
Date: August 20, 2008  
Project Name: Cherry Creek North Capital Improvements  
Subject: Cherry Creek North PAG Meeting  
Meeting Date: August 14, 2008  
Start/End: 8:00 – 10:00am  
Location: CCN BID  
Copy To: DW Central Files

Meeting  Telephone  Conference Call

---

Following are the minutes of the above referenced meeting. The following people were present: FROM CHERRY CREEK NORTH BID: JULIE BENDER. FROM DESIGN WORKSHOP: ELIOT HOYT AND HEATHER LARSON. FROM NOLTE: WILL COFFIELD AND ROGER MILLER. PAG MEMBERS: LESLIE MITCHELL, CORKY DOUGLAS, DAVID HADSELL, JONATHAN SAIBER, ANNETTE WOODWARD, DAVID PESSEL, KAREN MOORE, TAM O'NEILL AND SUSAN CANTWELL. GUEST: CITY AND COUNTY OF DENVER, COUNCILWOMAN JEANNE ROBB

### Action Items are in Bold.

1. Meeting Opening (Roger Miller - Nolte)
2. Schematic Design (Eliot Hoyt – Design Workshop)
  - a. Overview
    - i. Updates to Fillmore Plaza design
    - ii. Breakdown of intersection types – interior, gateway, focal point.
    - iii. Mid-blocks have become simplified.
    - iv. Small Special Places are the key to the streetscape – in between there is a basic treatment to landscape.
    - v. Updated perimeter design.
  - b. Fillmore Plaza
    - i. Progressed design to the next phase from the concept design – working with green space concept and trying to refine it.
    - ii. Grass in the center to give lush park-like setting.

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
www.designworkshop.com

- iii. Columnar type trees on the sides – tall, but visually transparent so retail is visible. Placed them in planters to give them an organized feel and to give lots of seating on benches facing grass and stores. Softscape that's non-grass under feet in walking area, such as decomposed granite.
  - iv. Water features – low seat wall with curl of water that comes down into a grate along the back. Low enough you could build a stage over the benches. Not a play element. Adds sound barrier and ambient sound to the area without having a large-scale water feature. Infrastructure – plumbing would be simple. Turn off in winter and it just becomes a seat wall.
  - v. Entry structures that have identity on them; seating on built in bench around perimeter, encourages people to flow into pedestrian shop zones or onto the lawn; at the center of each one is a large tree producing shade and making it a monument; trees would be specially selected to be large at installation; large enough so they don't block views to the retail.
  - vi. Valet system is not built into the plaza. Met with city to understand what would work in terms of valet drop off or taxi stand. There are issues in terms of traffic control for providing access at either First and Fillmore or Second and Fillmore. Could use parking spaces to east and west of Fillmore on Second, and could potentially use dedicated lane between St. Paul and Milwaukee. Investigating other ideas off the plaza.
  - vii. Central element draws people in and breaks up the rhythm of the plaza. It brings people across the plaza as people come up out of parking. Current concept is to use a tropical hardwood decking at grade with the plaza paving. Material would be a very hard, dense wood like ipe; it is used in outdoor spaces in Colorado often for benches and decks -- very durable, weather resistant. There is an opportunity at the center for something vertical to the attract eye and create shade. Exactly what the central element will be is still in the works.
  - viii. At one point, we had shown banners all the way across above the plaza, but have decided it will be too busy. Thinking of a rigging system for lighting – could do a ceiling of lights strung all the way across.
  - ix. No longer thinking that banners across all of upper Fillmore (between Second and Third) because the tree canopy will be too mature. Still considering a special treatment for this block to make it an extension of the plaza
  - x. Meeting with fire department to understand their access requirements.
- c. Environmental Graphics
- i. Large banner poles along First – scaled appropriate to width of street and traffic passing by. Also smaller scale banner poles with the street name along one side in metal and a changeable banner on the other.
  - ii. Design team will meet with the fire department to discuss the regulatory sign system – whether street signs need to be green with white lettering. Also want to make the street signs larger.
  - iii. Banner poles will also hold pedestrian light where necessary to reduce poles.
  - iv. System of parking signage and identity located throughout the district on walls and poles – more universal and organized.
  - v. Pedestrian light pole – Design team decided the best solution was to not reuse existing poles after reviewing all the input received. Decision was to select an off-the-shelf light that is more energy efficient. It will have a combination of indirect and direct light sources. It will have a current look and feel that will not be dated in a short period of time. In order to create a distinct look for the light, we are placing it on a custom pole – simple, streamlined, timeless. It would be part of the same “family as the banner poles, but maybe a little bit different –

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
 1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)

perhaps pinched at the top. All the poles have a different material between the vertical members – the concept is to use a tropical hardwood to match the decking in the plaza and various benches throughout the district. The poles have a two-part shaft, so we could run electrical and irrigation up them.

1. Three different color ideas – all with a metal finish: black, metallic gray, or cream/linen. We will have physical mock ups for people to view before finalizing the color decision.
- vi. Directories – information needs to be changed out. Directories need to be accessible, readable, and located where people can find them. The team is proposing four large directories that can be swapped out by reprinting. Each will have a map grid. Smaller guides will happen more frequently. All would have a brochure pocket.
  1. There is still discussion about interactive directories. We need feedback on the best format for directories and whether intersections are the right locations for them.
- d. Intersections – three types:
  - i. Gateway – Meant to catch faster traffic going by with vertical treatments and high visibility. Pedestrians won't sit and linger at these intersections, so there will be no permanent seating. The planting will be more solid and monochromatic. There will be art, more signage, and banners. Pedestrian ramps at the intersections along York/University and Josephine will be redone by the City when they repave the streets in concrete.
  - ii. Focal points – These are special interior intersections at the end points of special blocks like Fillmore and Milwaukee; the paving pattern will be different and the plantings will be more like gateways.
  - iii. Interior – The majority of the intersections are interior to the district. They would have a more polychrome planting scheme (like the existing one). The paving would remain, but the pedestrian ramps would need to be improved to address ADA requirements. We have discussed a strategy with the city that involves modifying a strip along the edge to include directional truncated domes and a textured paving between. The planter walls will be cleaned and stained a darker color, which is the most cost efficient way to provide a change and upgrade them. The seats will be removed and caps will be added to the walls to make them more comfortable for seating. The district-wide preference is not to sit at the intersections, but under the trees, which is where SSPs come into play – they will provide the primary places to sit. There will be options for art at interior intersections. Banners that happen at each intersection will have the identity of the street displayed in a large way.
- e. Small Special Places (SSPs)
  - i. There are two criteria for SSPs: places within the District that already have an attribute we want to enhance (such as existing art, an interesting building/façade, large tree, floor or paving surface), and places that need to provide an amenity in order to equitably distribute the “special places.”
  - ii. Components of each will be – flooring, shade, lighting (specialty/accent), garden architecture, art, planting, and seating (every SSP will have seating). The mix of components will be different and create the “special” quality of the SSPs.
  - iii. One concept is to incorporate things you can acquire in the District – buy locally to populate these SSPs. Resonate with the buyer/user of District. People come here to shop for things that are here. Consumers can walk down the street and see things they would buy in the store or gallery. Make them feel at home - “Somebody knows me.”
  - iv. Example concepts: A) Wide tree lawn on St. Paul Street becomes rose garden with arbor hoops and sheltered seating. Planting scheme would be planned for four seasons. B)

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
www.designworkshop.com

Columbine and Third – sandstone elements to correspond with the building nearby – sandstone pavers, large blocks of sandstone to sit on, vertical plantings, etc..

- v. SSPs happen in public space. What happens in private realm next to it could affect it long term. Do shop owners want to participate? We're hoping there will be a sense of ownership on each block because the SSP makes people linger on that block – not just about the property behind the SSP. Need to understand from the PAG how to achieve that goal. SSPs need to have a life beyond this one design process. Need to set parameters for these to change or be recreated with new development through the district's design guidelines.
3. Existing Conditions (Will Coffield - Nolte)
- a. Nolte has created a binder of existing conditions and has shown it to the city. It includes a complete inventory of all damaged curb and gutter, sidewalks, intersection planters and paving.
  - b. We're trying to time the work we're doing with potential repairs to make these two projects coincide.
  - c. Tam: Edges of concrete planter beds – some are squared off or beveled due to delivery trucks hitting them. Don't put assets out in a place that will get hit by trucks.
  - d. Eliot: The design team has also considered snow plows. We need to consider whether to rebuild areas that have been damaged or take it as a lesson that they may get damaged again.
4. Perimeter Access
- a. Rhythm of larger poles on First Avenue at ends and at Fillmore, with smaller banners at the named streets.
  - b. On York/Josephine there would be sets of banners announcing one's arrival to the district, but scale would be smaller than First Avenue, because the street is narrower. The banners would be placed to signal that the drivers should turn to enter the district.
  - c. At the intersection of University and First/Speer, there will be a multiple banner system at the corner that is highly visible but will not block views to retailers.
  - d. Glass element at corner of University & First – sandblasted pattern or words on it moved to northeast corner to draw people into the district. Large pots can be used strategically to create a sense of scale at the perimeter. Plantings will be planned for all seasons. Need to decide finish, color, and size for the large pots.
  - e. All banners will have lights. Light will be one way to direct people into the district at night.
5. Traffic Counts (Roger Miller)
- a. Traffic data was collected on all the streets of the district at the perimeter of the district.
  - b. Traffic was heavier than we thought on St. Paul coming off of First Ave. St. Paul is heavier than other north-south streets. Could be because it is the first good opportunity to turn when entering from the south/east.
  - c. Milwaukee, Detroit, and Clayton are dispersed more evenly.
  - d. Entry in from the neighborhood to the north is evenly distributed.
  - e. From the East, Third Avenue is more heavily used than Second.
  - f. From the West, Second Avenue is a more heavily used entrance point for traffic coming north/south on Josephine/York. Traffic on Second drops off after people enter the parking garages.
6. Operations & Maintenance (Eliot Hoyt)

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)

- a. The design team is focusing on operations & maintenance costs.
  - b. You get about 2 seasons out of banners, maximum. Some are for special events so you don't reuse them.
  - c. Kevin & the design team are working on irrigation.
  - d. The design team is working on drainage, infrastructure, and power.
  - e. Also working on how to improve Fillmore Plaza as an events space – getting show power there and permanent anchor points for tents, etc.
7. Discussion:
- a. David P: Is there a sense of priority from BID as far as how resources will be allocated?
    - i. Julie: The CIC came up with evaluation criteria that the design team can work with to determine phasing of improvements. We are at the process of considering all of the factors.
    - ii. Will: There is a handout from the open house that explains that. Nolte can provide copies to anyone who needs it.
    - iii. Roger: First we want to address what we want and then create a supporting infrastructure to support it. We want to see the big picture, then pick the elements that are important and focus on infrastructure. Sequencing and phasing are things we are thinking about now. It will be more detailed as the design gets finalized.
  - b. Jonathon: I was a proponent of the new light fixture, but will taking out the current light fixtures work with the banner system? Will the custom signs at the corners that hold the banners and street signs still be there?
    - i. Eliot: Those come out – the whole system changes. There will not be a conflict between the banner/sign poles and the light poles.
  - c. Jonathon: I think the idea of incorporating products from within the district is really good, but I'm concerned about the timeliness of what retailers sell. The sandstone blocks are sensational. Not everyone has furniture in their back yard. Everyone has sandstone. It could get repeated – a consistency of a natural element that creates some identity for the district.
    - i. Eliot: There is a sense of authenticity to some of the elements we're using. We want to acknowledge the environment in which we live.
  - d. Jonathon: For the wood material, I'm concerned about the installation of Ipe. It might appear to be a less expensive material, but the process will be more costly. A more durable hard surface material will survive better – concrete or stone. Maintenance – half of the time it will be looking like it needs to be refinished. I'd be more comfortable with thermal finished granite.
    - i. Eliot: We're trying to get something in the middle between hardscape and softscape. Ipe is a very durable material – it is used as the walkway decking on the Brooklyn Bridge. Also we're talking to people who maintain this to see what the time frame of durability is in this climate. We don't want something that ends up being a maintenance nightmare, but we do want something distinctive
    - ii. David P: There is plastic wood look-alike.
    - iii. Eliot: The plastic compound components get really hot.
    - iv. Will: Plastic will also get a lot of expansion.
    - v. Eliot: It moves a lot. We would go to a hardscape material if we don't use wood.

# DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
 1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)

- vi. David H: I would agree with Jonathon – it's going to be difficult to keep the wood looking good.
- e. Jonathon: Are the cross street banners more event-oriented as opposed to continuous?
  - i. Eliot: They are continuous – the idea is to draw people down the street by creating a midblock point of interest. They could be swapped out for events, but there would be a constant Cherry Creek banner.
  - ii. Jonathon: I understand and support the intent, but I'm concerned about a lot of banners and signage. In great appropriate scaled urban places, you don't see a lot of that. Is there another option that is recognizable that gets the same effect? I wonder if there's a better way to do it than the cross street banners.
  - iii. Eliot: The idea of the banners was about pageantry – a way to create a unifying element within a district that has diversity.
  - iv. Julie: There are more banners in Denver than there used to be.
  - v. Leslie: I like the banners.
  - vi. Jonathon: I just want to make sure it's the right mechanism. What about putting the directories at the mid-block in terms of circulation and getting people to go to areas that you need to magnetize? When someone is midblock they have a lesser sense as to where things are then when they are at an intersection. Put some directories at the midblock and some at intersections.
    - 1. Eliot: If the directories are at the midblock though, how do people find them? They won't know where they are. Is there a lollipop sign with an "I" that tells people where the directory is? It seems instinctive that people stop at an intersection and look around, but we can consider the midblocks.
- f. David P: What about the size of lettering on street signs? I see people trying to figure out what street they're on because the lettering is too small. There's so much signage associated with Clayton Lane.
  - i. Eliot: Clayton Lane is an example of signage that has been successful. The street signs will be bigger and there will be banners with street names on them.
- g. Jonathon: The gateways have been discussed for 20 years. There is tremendous design history of the gateways. One great contact for all of the design history would be Allan Gass. Specifically the gateway at Whole Foods – there has been tremendous conversation about that. I like the glass especially with illumination in the evening. Gateways at First and Third on Colorado Blvd. need signage or something. On the western edge, we're meeting the potential shopper at the right place. On the eastern edge, they need to be met at Colorado Blvd. and we're not doing that at all. Before we spend all of our money west, we need to think about Colorado Blvd.
  - i. Eliot: It's tricky because it's not part of the District and it's private property, but we are thinking about it and trying to find a way to get identity out there.
- h. Tam: I'm thinking of the light poles and how these will wear. Even powder coated colors will fade. I'm also worried about mixing irrigation with electrical in the light poles.
- i. David P: The roof at DIA is getting better and better because the sun is bleaching it.
- j. Tam: It would be interesting to see the cream color – it wouldn't have fading issue.
- k. Susan: I don't understand what you mean by purchasing things from retailers and putting them on the street. How to keep people from stealing?

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
 1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)

- i. Eliot: You could anchor things down (i.e., a lawn chair). It could be an opportunity for the businesses on a block to be responsible for putting items out and taking them down at the end of the day. We would have to think about how to control that, maybe. There's the question of should these be more flexible spaces?
- ii. Leslie: My concern is the district looking like a garage sale. How do you say one retailer can put things out and another can't?
- iii. Susan: I love the idea but I don't see how it can really work.
- l. Leslie: Looking at the typology diagram – Second to First has no midpoints or SSPs. All the great stuff is between Second and Third.
  - i. Eliot: Streetscape will be improved everywhere. Some places between First and Second don't look like places that want to be SSPs, but some do. We will look at adding some SSPs between First and Second.
  - ii. Jonathon: You've got Fillmore Plaza and Clayton Lane between First and Second– maybe you don't need anything else.
  - iii. Leslie: In front of Cherry Creek Grill there is some good landscaping, benches, etc. There are still people that cross near Safeway and we don't make it very friendly for people to cross there. Maybe we need to make Milwaukee more attractive, too.
  - iv. David H: Putting a SSP by the parking garage exit is not that unrealistic – people come out of there and stop and wait for people. Other roads besides Clayton and Fillmore do look forgotten. There is retail all the way through there.
  - v. Eliot: Good point – we can revisit that.
- m. David P: I've seen places where instead of spelling out the numbers associated with streets, they just put a big 1, 2, or 3. Any progress on parking and valet?
  - i. Eliot: We've determined that valet is not viable directly at Fillmore Plaza. We were looking for places where we could create a space useable for valet that didn't already have parking. We were trying to create spaces in the curbs and didn't find a place that works with Public Works. The bus stop lane on First between Milwaukee and St. Paul is an option, but it's not the best place for a valet stop. We'd like to continue to explore the option of valet in front of parking garages. It would take less space and be less intensive. We're not doing anything to change parking. There will be new meters.
  - ii. Jonathon: Is that [the new meters] going to become public knowledge?
  - iii. Julie: They are testing it downtown now by putting 150 in various locations.
  - iv. Jonathon: Is there any confidence that it's going to happen in our District?
  - v. Julie: The big issue is funding. It's a meter that takes credit cards. 1 meter for 2 spaces – fewer poles.
  - vi. Jonathon: If you did a media blast saying that we're getting rid of the kiosks, you'd have unanimous support of the smart meters.
  - vii. Tam: Before the bond election people said if you use the \$18 million to get rid of the kiosks, I'm with you.
  - viii. Corky: The benefit of changing to smart meters is to define the spaces.
  - ix. Jonathon: But the kiosk thesis was that you could fit more cars in if you don't define the spaces.

## DESIGNWORKSHOP

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
 1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)

- x. Eliot: You can actually get more parking with the defined system, because people don't park efficiently if the spaces aren't defined – at least in Denver.
  - xi. Roger: Colorado Springs has smart meters. At first they didn't define the spaces and that did not work well. They ended up putting in T-bone striping to alleviate regulation problems.
  - xii. David P: What about putting a transponder in the windshield – a system that automatically deducts as another way to pay.
  - n. Jonathon: I like the way the directories look. We want to make sure directories are visible at night.
8. General impression is that the committee members liked the plan.
9. Next steps:
- a. PAG members to email additional comments to Will at Nolte.
  - b. PAG members can also visit Will in the Design Office on the 2<sup>nd</sup> Floor of the BID building. There will be a packet available of diagrams and drawings.
10. Upcoming PAG Meetings:
- a. September 11<sup>th</sup> 2008 – 8:00 – 9:30am
  - b. October 9<sup>th</sup> 2008 - 8:00 – 9:30am
  - c. November 13<sup>th</sup> 2008 – 8:00 – 9:30am
  - d. PAG meetings will continue until we get to Construction. At Construction, the purpose of meetings will change.

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

**DESIGNWORKSHOP**

Asheville • Aspen • Austin • Denver • Phoenix • Salt Lake City • Tahoe  
1390 Lawrence Street, Suite 200, Denver, Colorado 80204 • (tel) 303-623-5186 • (fax) 303-623-2260  
[www.designworkshop.com](http://www.designworkshop.com)