

**February 8, 2016**

**Citizen Advisory Board**

**Parks Advisory Group Meeting**

Approved March 8

**Present:** John Fernandez, Front Porch; Kate Kramer, Sand Creek Regional Greenway; Lucia Correll, CAB; Eric Herbst, NETC; Angie Malpiede, Stapleton Foundation; Laurel Raines, Dig Studio; Barbara Neal, Public Art; Charlie Oldaker, District 8 City of Denver; Rachel Ellis Adams, resident; Chris Story, Bluff Lake; Dana Prince, resident; Dennis Arbogast, AECOM; Sean Caffrey, resident; Paul Forhardt, resident; Scott Baker, Dig Studio.

**January Minutes:** Lucia moved, Kate 2<sup>nd</sup>. Minutes approved

**Update on MLK extension:** Dennis Arbogast AECOM.

- **Project Update:** The project was approved for funding from DRCOG in 2014. The project had undergone an environmental assessment (EA) that was approved in 2011. With the funding of the project, those initial assessments have to be updated. A new traffic projection study is required that will use a planning horizon of 2040. AECOM reports that they have developed a consensus with CDOT and FHWA on what they need to update for the EA; among the updates is a new noise study and a required public meeting (scheduled for March 3 at Central Park Rec Center at 6:00 PM.) Funding is 50% 52% Local (City and PCMD) money and 48% Federal (DRCOG/CDOT). Total project value is \$15M.
- **Traffic:** It is estimated that the average daily traffic (ADT) on MLK will be 29,000 in 2040 and that it is about 15,000 now, which is less than Quebec or Central Park. A traffic study will utilize DRCOG traffic models which provide regional guidance. AECOM runs simulations for intersections and lanes and goes into details of turn lanes, etc. Questions came up about Smith Road traffic or rebuilding I-70. PAG determined that we should get information about the 1-70 project at a future meeting. The city wants to understand how MLK could expand for more lanes – 3 lanes in each direction, should there ever be a need. Expansion to 6 lanes would mean elimination of parking on the south and a reduction to the set-back on north.

Stoplights are planned for Iola, Kingston, Moline, 26th Avenue (when extended), Peoria and potentially Oswego. There will be 2 travel lanes in each direction with 35 MPH speed limits and on street parking on the south side only.

Entry into BLNC – The Lima St intersection is offset from the BLNC entrance. There will be full movement at the BLNC entrance (left and right in and out) for BLNC; those traveling North on Lima have to make a right. The project will bring utilities to entrance of BLNC.

- **TDM:** There are bike lanes, and pedestrian access via a 10' wide multi use path on south side. There is a 10' walk on Moline also. On north side is a 12' paved for SCRG. Very multi-modal corridor overall. There will be bus stops and the #89 bus will likely be re-routed along MLK.
- **Landscaping:** Landscaping is a hybrid with the North side planned in short grass native prairie with groups of native trees to give it a boulevard feel. Only short-term irrigation is planned on the north although there will be a permanent drip system for the trees. South side and the raised median is planned to have small ornamental and larger shade trees, perennials, grasses and turf.

There are areas at each end of the project designed to create a sense of welcome: repeating stone walls at the water quality pond area on the NW corner of MLK and Peoria and long stretches of walls at the west end near the Eastbridge town center. At Moline, there is small corner park area to echo what is happening in neighborhood parks.

On the north side of MLK there is a berm, 12' hard path (SCRG trail) and a 5' soft path. There is a 3 to 1 slope limitation so AECOM can't get much landscape screening along with the berm. SCRG trail is as close as possible to BLNC fence. It will be somewhat above street level. The designers are coordinating plant species with BLNC on north side. They are also working on a seed mix with DPR for stabilization and long-term short grass prairie mix. Limited irrigation is planned on north side. The grasses and plants may need some irrigation to get things established, although the long-term needs should be similar to BLNC. Trees will still need a drip irrigation system on north side.

Dennis says that they have not resolved maintenance obligations and limits with the various stakeholders and owners. The Denver prototype is that the adjacent property owner is responsible for the right-of-way landscaping to the curb. In this case it is BLNC on most of the north side but we need to clarify and resolve who has to do what. PCMD is building all of this. DRCOG is funding about 48% and Denver is funding the remainder.

**Prairie dogs** will impact landscaping so they are considering a barrier on whole north side and working with BLNC on a solution. Under consideration is a corrugated metal fence that is mostly buried but also rises above ground. Chris Story is still working on

prairie dog containment on south side of trail. BLNC has put a fence up and managed to contain them partially. Something more substantial on MLK is needed.

- **Points of connection:** The project will coordinate with SCRG and rework some connections. Currently, the NW corner of MLK/Peoria is busy with RTD activities from the light rail project. There are plans for a stormwater pond in this area with a drainage pipe under SCRG trail in the area of the cottonwood gallery in Aurora. Runoff could be conveyed in a natural swale to Sand Creek. This drainage route will be through Aurora along the creek and through Denver on top of the bluff.
- **Timing for project:** AECOM submitted 30% plans on Jan 20, 2016 and is getting comments on plans currently. Other upcoming milestones will be the Field Inspection Review (FIR), the Dept. of Transportation acronym for Field Inspection Review. This is the work product that signifies the end of the preliminary design phase and is roughly 30 percent complete. The FIR is held to conclude all unresolved issues identified during preliminary design and to establish the specific criteria and direction that are to be used in the final design. FIR meeting with CDOT is scheduled for Feb 18<sup>th</sup>, the March 3 public meeting, and submittal in mid-April 13 for 80% plan set. Concurrent work is occurring on revisions to the EA. The project is trying to get under construction by July or August 2016. The project also needs an intergovernmental agreement between CDOT and Denver. Acquisition of right-of-way land east of Moline will be from DIA by June 2016. DIA is currently remediating debris found in an old canal in this area and, until that is done, PCMD can't obtain the land. Construction will be a full year (mid – 2016 to mid-2017).

In Park Hill between Colorado Blvd & Quebec St. on MLK there are monuments honoring Dr. King. It would be nice to carry that recognition into Stapleton, particularly at the Peoria intersection which will be the easternmost beginning of the boulevard. Dennis agreed and said that this would be a Denver project.

**Public Art:**

- \$460,000 in art remaining – mostly for Section 10.
- Barbara has identified \$175,000 commissions on promontory off Trenton and E 50th. Shade and art; working on an artwork under CPB on Sand Hills park.

**26<sup>th</sup> Ave Park and Northeast Transportation Connection:** Options are Cycle track or traditional bike lanes on each side.

- 134 homes on north side of 26 that got surveyed to choose Option 1 or Option 2. What would be your preference? 71 survey responded; 22 traditional bike lane; 8 no opinion; rest want cycle track. Meet with Forest City before we did survey; Forest City approved survey; Angie did not get the heads up that the cycle track is off the table. Tom Gleason met with Angie. Aurora is still supportive. Aurora is open to it in part because it is just the cost of paint.
- Forest City said the based on the engineering report, the cycle track won't work. Angie will present the survey at the Feb CAB. Then CAB will decide next steps. NETC did not advocate for cycle track and did neutral survey. PAG will support findings. Lucia made a motion to support cycle track. PAG continues to support of cycle track on 26th Ave. especially in light of results of survey. Paul seconded. Passed.

**Park budget** – Charlie is not here to clarify the situation and answer questions. Lucia thinks that there is no funding yet for section 10 CCD, PCMD, and FC are working diligently to try to solve funding situation for ALL trunk infrastructure, including TOS in section 10, In March Denver will present financial report to CAB after having studied the revenue situation to see what amount of \$60M DURA loan can be drawn down for future projects. (Charlie reported after the meeting that all of the \$60m loan was drawn down in December and allocated to trunk projects, much of it to IFDA P-A (Old p10) as well as IFDA MB (CPB between bridge and I70).

There is still no money to complete the Stapleton parks. Maybe a bond issue or some other way to generate revenue to complete the park will be found. Parks in Filing 10 are funded. The sports complex is not funded.

The fingers in Section 10 are TOS.

Move to March PAG agenda.

**Willow Park** Rachel Ellis Adams attended PAG to bring issues concerning to Willow Creek residents:

- Warning for kids with Sleds on hill that they cannot use the park.
- Connection to Stapleton on the south. They want neighborhood to be pedestrian friendly and connected to Stapleton on the south of I70. Want to know about the Expansion of I-70 and are worried about the neighborhood remaining one neighborhood. Get update on Pedestrian and bicycle issues on north side. We do not like that the only connection is on Central Park. Needs to be safe and not next to traffic. Separated from traffic.
- Traffic issues: There have been major accidents on Uinta and Prairie Meadows, because it is not 4 way stop. They would like a 4 way stop at Prairie Meadow and Uinta, and a marked pedestrian crossing across Prairie Meadow to the park.
- Want pedestrian access to Post Office. Vehicles are speeding along Spruce St and Spruce Way.

- Traffic issues should be directed to SUN transportation like speeding along Spruce. Central park is scary to cross. We would like to get to Light Rail. With CDOT expansion there will be sidewalks under I-70 on Quebec.
- SCRG: Kate talked about SCRG underpass under Smith Road.
- Intersection at 47th and CPB is not pedestrian friendly.
- What is report from I-70? Get someone from CDOT could Erik invite someone? Lucia and Kate will figure that out.

**District 8:** Northeast Denver Leadership week is online send 9, 10, 11 grades.

Westerly Creek Flood Improvement: Brian Hyde provided a written updated, which is attached.

March Agenda: Items designated currently; more will be added.

- NPET on next time.
- I70 expansion and impact on Stapleton
- Update on Prairie Meadows Park and Filing 49
- Of interest to PAG: Financial report to CAB

April Agenda:

- Sand Creek Master Plan in April.

