-- MEETING SUMMARY--
39th Ave. Greenway
Design Workgroup Meeting #9
February 13, 2018
5:30 – 7:30 p.m.

Meeting Purpose

- Introduce SEMA Construction design-build team
- Provide overview and gather input on initial design, including how well it responds to design guidelines
- Review public process for development of more detailed design, environmental investigations

Welcome & Introductions

Jamie Alvarez opened the meeting by welcoming the design workgroup and project team. She facilitated introductions and introduced two new workgroup members representing the Clayton neighborhood: Danielle Ongart and Kate Greeley. After she outlined the agenda, reviewed the meeting guidelines and reminded the workgroup of their charter, Jamie introduced Jennifer Hillhouse, the preliminary design project manager. Jennifer updated the group on where we have been and what comes next in the design-build phase of the project.

In summary:

- The RFQ for the project went out in January with the RFP issued to selected teams in April;
- The project is currently near 30% design;
- Construction will last through 2020 and that's when the greenway will be operational.

Next, Jennifer Hillhouse introduced the 39th Avenue Greenway design-build team, including Larry Walsh with SEMA Construction, Patrick Stein with Felsburg Holt and Ullevig, Mark Wilcox with DHN Landscape Design, and LaSheita Sayer and Cheryl Goff with ZoZo Group.

What We Have Heard and Approach to Design

The project team reviewed the development of the design guidelines and outlined the procurement process. Jennifer Hillhouse reviewed the determining factors that led to SEMA’s selection. Steve Coggins, the design-build project manager, also discussed the value added by SEMA’s proposal. Steve and Jennifer both referenced SEMA’s previous work with the City, including over 400 successful projects. SEMA’s proposal was under budget, which presented the best value for the project from a procurement perspective. Workgroup member Lawrence
Ramos asked the project team if they set a budget ceiling for the project. The project team explained that the budgets are provided to all three teams and since the City owns all the ideas presented, including those from the teams not selected, they are able to incorporate any favorable ideas into the contract with SEMA.

Lawrence, along with and Mike Dugan, were the two design workgroup members who represented the workgroup on the procurement committee and they shared their thoughts on the process. Lawrence mentioned that while all three designs were very functional, his greatest focus was on safety. He shared his excitement in having access to the other designs presented and looked forward to incorporating some of those qualities into the finalized design.

Jennifer Hillhouse reminded the design workgroup of the community’s original priorities for this project, including community-building amenities, technical and engineering features and enhanced mobility and connectivity for the area. The City and County of Denver understands the benefits of this project to the local community and is committed to investing in the neighborhood. Jennifer delivered the exciting news that all of the community priorities have been funded for the greenway.

Meredith Wenskoski, project team member, then reminded the design workgroup of the design guideline categories outlined during the development of the design guidelines. Design considerations were based off on the same three categories:

- Technical Engineering
- Community Building
- Mobility and Connectivity

She then reviewed the following goals that were identified based on the community’s desires for each of the three categories. –

**Technical Engineering**
- Consideration of water quality opportunities in the channel
- The use of non-manicured landscape materials
- Access to the channel that can be used for safety and maintenance
- The integration of natural looking landscape materials such as native grasses and builders that blend into the existing natural landscape
- The use of Low Flow Areas that provide additional water quality benefits
- Incorporation of numerous low flow crossings in the channel

**Community Building**
- Gathering spaces for socializing
- The use of shaded structures and general shaded areas
- Beautifying the outfall area with natural landscape
- Integrating public art
- Open space for music, markets, artists
- Natural multi-use / multi-generational play areas
- Safety specifically for the walls
- Integrated outfall seating that is connected to the shared street and that you have a grated material that allows the water to move through
- Amphitheater and community gardens, connected by large terraces near the low flow area where the water comes in
- Flexible open lawns: new access road along the greenway with a low flow crossing that will connect this to the amphitheater

**Mobility and Connectivity**

- Way finding
- Safe pedestrian crossings (lighting)
- Shared street concept
- Quick and easy access for safety across the board
- Incorporation of multi-use trails

Meredith further discussed how each category is going to be fulfilled through various design elements, and showed photos of how the design guidelines were interpreted in the design of the greenway.

During the group discussion Lawrence Ramos asked about the approach to incorporating art into the design process and how that would be determined. The project team ensured that, in accordance with Denver code, 1% of capital dollars will be used to incorporate art into numerous aspects of the greenway. Through a coordinated process with Arts and Venues, the design workgroup will be able to work with the project team to determine opportunities for art throughout the greenway.

The workgroup also asked about the new access road and Meredith clarified that it is going to connect Franklin to High Street and will be used for maintenance and safety purposes once completed.
She also confirmed for the workgroup that the community gardens will be fenced, will have irrigation incorporated into the design, and will be developed in partnership with Denver Urban Gardens as seen in the image below.

The workgroup was particularly interested in the shared street concept. As seen in the concept below, the shared street will use enhanced paving and will most likely be concrete with enhanced scoring patterns to make it look and feel different than a normal street. As the first shared street in Denver, it will include lighting on both sides of the road with design elements that serve as natural barriers to speed.
Following Meredith’s overview of the design guidelines and how they were incorporated into the current design, Mark Wilcox narrated the flyover video currently on the project website. He pointed out the connectivity and mobility opportunities that are encompassed in the project, including connections on Monroe Street and in the Clayton neighborhood. He identified the recreational spaces and enhanced crosswalks, the community plazas and community gardens, and the specialty lighting and seating throughout the greenway.

**Has this Design Captured your Intent?**

Following the approach to design discussion, Jamie Alvarez asked the design workgroup if the designs reviewed captured their original intent in developing the design guidelines. As part of that discussion the themes below emerged:

**History** – John Olson of Historic Denver was interested in discussing the use of historic rail throughout the greenway. The design team assured him they would integrate much of the existing rail and embed it into the pedestrian plazas in a way that looks like the rail line does at Union Station currently. The team will incorporate the local history into the new design by placing educational plaques throughout the greenway.

**Student access** – Residents would like for this space to be utilized by local students to enjoy, as well as present new opportunities for them to learn more about the history of the area and the environmental qualities that will be improved by the open channel.

**Environmental Process Overview**

David Erickson with the Denver Department of Public Health and Environment (DDPHE) presented on the environmental process to-date. He provided an overview of the standard methodology that was used to assess the Recognized Environmental Concerns (RECs); which includes assessing the historical land use around the project area through topographical maps, historical maps, city records, fire insurance records and government database reports.

David discussed that this process started with surveying properties to find out what the land was used for historically, and the next motive was to identify what might still be present in the soil that may need further sampling. In order to acquire property and move forward with construction, the property must be fully cleaned. If any of the parcels of land come back ‘unclean’ then the next phase of the process is to clean them up in order to move on. Each of the parcels of land are being investigated and evaluated through a number of samples to ensure that there are no safety concerns for the surrounding community.

David then reviewed the results from the first few phases of sampling for the Recognized Environmental Concerns (RECs) and gave a summary of what was found, which is also public on the DDPHE website ([www.denvergov.org/EnvironmentalLandUse](http://www.denvergov.org/EnvironmentalLandUse)).
The Initial Report gave a summary of what was found during the first two phases of the environmental screening process and showed that there were a few parcels that contained areas with buried trash, remnants of where the railroad was built (which is a historical REC), a former transformer production site, former foundry, product manufacturing business and numerous former auto repair facilities.

As a part of the materials management plan, all soil in the project area must meet residential standards. After completing the initial report, the project team is now prepared for what they may encounter and what areas will need the most work. As assessment continues and the project team learns more about the soil once construction begins, there is always room for additional work to be completed.

Erikson continued the discussion by explaining the Materials Management Plan, which lays out the process and procedure for how the City manages contaminated soils during the cleanup process. The Materials Management Plan outlines clear procedures to protect public health. Several other projects have successfully used a Materials Management Plan to guide their cleanup process, with no incidents or problems. Those projects include the Globeville Landing Outfall project, Stapleton Redevelopment, Elitch Gardens and the Denargo Market.

**Planned Next Steps**

Larry Walsh, the project manager for SEMA, provided an overview of the construction schedule and let the design workgroup know that the greenway would be constructed from West to East, in specific sections.

Following the construction outline, Sam Stevens, project team member, presented on some of the immediate next steps for the project, most importantly, demolition. He explained that once each parcel of acquired land is assessed through environmental surveying, the property goes into the abatement process. Currently, the project team has acquired between 40-50 properties and of those, 16 proprieties will be demolished to preserve the health and safety of the community. Neighbors will be notified in advance of when and where demolition will occur along the project area.

Sam went on to explain how before and after demolition, the proprieties will be fenced and lined with a screen barrier to protect the dust from leaving the project area. Dust will also be monitored by air monitors and by the Materials Management Plan Site Supervisor. Workgroup members asked about ground vibration and the project team ensured the group that ground vibration is not anticipated during demolition and dust will not leave the site.

Jamie Alvarez concluded the meeting by asking design workgroup members to partner with the project team to host house chat-style meetings with neighbors. She emphasized the importance of educating and informing the community of the environmental and demolition process to ensure that neighbors feel notified and safe throughout the process.
Design Workgroup Members
Jeff Allen
Jordan Block
Mike Dugan
Kate Greeley
Deborah Montoya
John Olson
Danielle Ongart
Lawrence Ramos
Leslie Twarogowski

Project Team
Jamie Alvarez
Steve Coggins
Cincere Eades
David Erickson
Cheryl Goff
Jennifer Hillhouse
Nancy Kuhn
Jamie Price
Tim Sandos
Michael Sapp
LaSheita Sayer
Patrick Stein
Sam Stevens
Larry Walsh
Meredith Wenskoski
Mark Wilcox