MEETING SUMMARY
PUBLIC MEETING #5 – HALE PARKWAY
December 6, 2017

OVERVIEW
The community meeting featured an overview presentation and two group tours/discussions of various hybrid approaches to stormwater solutions along or in Hale Parkway. This December meeting was a follow-up to the August 2017 community meeting on Hale Parkway, where community members voiced support for a hybrid approach to managing stormwater in Hale Parkway. In this context, *hybrid approach* refers to a combination of gray infrastructure (subterranean pipes or box culverts) and green infrastructure (greenways, bio-swales, or other surface grade solutions).

There were approximately 40 attendees from the community and twelve consultants and City staff.

Final boards and materials presented at the meeting are available on-line at: www.denvergov.org/uppermontclairbasin

- The project team presented six distinct concepts on boards aligned along either side of the room. Project management staff walked through the board line-up and discussed details of each concept with small groups of community members. All input was captured by team members.
All options discussed preserve existing access to homes, business or other land uses along Hale Parkway. Additionally, an independent traffic study will assess future growth conditions and viability of preferred approaches.

The six concepts shared with the community included:

- **A. Water Quality Sidewalk**
  - This option extends the tree lawn on either side of Hale Parkway to include water quality bio-swales. These bio-swales are designed to filter and clean water with only minor detention capabilities. This option requires two large pipes to convey water during a 100-year event. The existing median remains in place and un-changed.

- **B. Water Quality Median**
  - This option creates water quality bio-swales adjacent to the existing median. These bio-swales are designed to filter and clean water with only minor detention capabilities. This option requires two large pipes to convey water during a 100-year event. The existing median remains in place and un-changed.

- **C. Water Quality Northside**
  - This option repurposes the south side of Hale Parkway for two-way vehicle travel and reconfigures the north side travel lanes into water quality bio-swales. The existing median remains in place and is un-changed. These bio-swales have slightly larger detention capacity than concepts A and B, but still requires two large pipes to convey water during a 100-year event.

- **D. Water Quality Median / Northside**
  - This option blends concepts B and C. A median divided roadway remains in place from Colorado Blvd to approximately Clermont St and then transitions to a two-way roadway on the south side. A portion of the median may be altered to allow for the altered roadway alignment, but most of the median remains in place and un-changed. This concept requires two large pipes to convey water during a 100-year event.

- **E. Northside Greenway**
  - This option creates a greenway on the northside of Hale Parkway, replacing the existing median and converting the road to a two-way facility on the southside. This concept allows for some conveyance in a greenway, allowing for enough surface conveyance to only require one large pipe during a 100-year event.

- **F. Northside Greenway and Linear Park**
  - This option creates a greenway on the northside of Hale Parkway from Albion to Dahlia, replacing the existing median and converting the road to a two-way facility on the southside. At the Dahlia & 11th Ave intersection, Hale Parkway is realigned to meet 11th Ave. Southeast of this intersection, existing Hale Parkway is converted to a neighborhood park. This concept allows for some conveyance in a greenway, allowing for enough surface conveyance to only require one large pipe during a 100-year event.
KEY TAKEAWAYS FROM COMMUNITY DISCUSSION

- Community is concerned about the aesthetics and maintenance of water quality infrastructure along the entire length of Hale Parkway. An extensive water quality facility will require maintenance to work effectively, and will be unappealing visually if not attended.
- Community generally prefers water quality or green infrastructure adjacent to sidewalks for its ability to capture runoff from adjacent streets, and provide an enhanced pedestrian environment.
- Increased development pressure at Colorado Blvd and 9th Street is a primary community concern. There is a perception that Hale Parkway will need to carry significantly higher vehicle volumes on the west end, between Colorado Blvd. and Clermont. Today this segment provides the greatest access to services/destinations along Hale. The community would like Hale Pkwy to function in the future to alleviate these growing traffic volumes and congestion near Colorado Blvd., yet they also would like to maintain slower speeds and the neighborhood and parkway feel of the street.
- A northside greenway provides many opportunities for increased community benefits, such as open space and trails, improved water quality and flooding mitigation. Traffic congestion and capacity the length of Hale appeared to be the primary concern over reconfiguring the parkway, especially west of Clermont.
- The linear park option posed concern over the redirection of traffic to 11th.

COMMUNITY COMMENTS ON HYBRID OPTIONS

The following represents all comments received during the public meeting. Additional comments are welcome at: www.denvergov.org/uppermontclairbasin.

A. Water Quality Sidewalk

Q: How does water from north/south get there?
A: Runoff from adjacent streets will be captured and treated during smaller, nuisance events. Stormwater flows from larger events will be managed through future pipe infrastructure assumed to be part of the water quality options.

Q: What about maintenance?
A: The water quality or green infrastructure facility is assumed to be owned and maintained by the City.

Q: What is the cost of pipes (less maintenance) versus water quality cost?
A: This option includes both pipe costs to handle large events, and water quality to treat the flow from small events in one of the City’s worst basins for water quality. This option does not reduce the pipe infrastructure needed.

Q: What will happen to the plants when it does not rain? Will they die?
A: Since Denver is semi-arid, water quality facilities are designed to include irrigation to establish the vegetation, as well as maintain it during periods of drought.

Q: Will it be landscaped with plants that are good for the area and weather?
A: Yes, water quality facilities are landscaped with plants that are suited to their environment.

Comment: I’m concerned about the ability of plants to grow next to Hale Parkway. They have trouble growing by the highway.

Comment: Bigger spaces are more holistic.

Q: Does the sidewalk option or median option result in greater road shift?
A: Both options hold the median curb line and separated travel lanes. Road shifts in the northside water quality option.

Q: Why does that north side multi-use path ‘wiggle’?
A: The path hugs the street except when it is adjacent to Linsley Park.

Q: 9th & Colorado – are you considering traffic growth?
A: The team is currently working on a traffic study. Preliminary traffic count information was provided, see board at www.denvergov.org/uppermontclairbasin for details.

Q: If we aren’t doing appreciable drainage or flood control with the water quality options, why reconfigure? I prefer sidewalk option if we only do water quality improvements.
A: The intent was to show a range of options for comment, including options that leave the median configuration intact.

B. Water Quality Median

Q: Since the water crossed the street (Hale) will it get first to the pipes rather than to the water quality treatment area?
A: If the water quality were placed adjacent to the median, the facilities would be designed to capture stormwater.

C. Water Quality North Side

Q: How deep?
A: Typically, bioswales are designed to be approximately 12” deep. Actual depth will be based on design parameters and refined as part of the design process.

Q: What are the size of the pipes?
A: The final shape and size of the pipes would be determined during the design engineering, however, it is estimated that two 12’ diameter pipes or more would be needed to carry the 100 flood.

Q: What kind of transportation issues are there?
A: The team is currently working on a traffic study. Preliminary traffic count information was provided, see board at www.denvergov.org/uppermontclairbasin for details.

Comment: Have a concern with new development at 9th and the traffic impacts of the BRT.

Q: What about the VA site? Is that going to change? I’m concerned about traffic on west half of Hale Parkway and about access to hospital.
A: The U.S. Department of Veteran’s Affairs owns and operates the VA facility adjacent to Hale Parkway. The future of the facility is unknown.

Q: Have you looked at detention areas rather than just water quality treatment areas?
A: Due to the size and depth of the water quality facility on the north side, the area would be conducive to water treatment and some detainment in the more frequent, nuisance storms. Larger storms would be carried in the large underground pipes.

Q: What about the park space next to Lindsley Park?
A: One of the community-developed goals was to preserve Lindsley Park and its recreational uses. It is possible to explore other uses for the park space adjacent to Lindsley Park, while meeting the intent of our goal.

Q: Is the City working with parks on the trees going into Hale Parkway now versus this planning effort?
A: Staff from Parks and Recreation have been involved in this planning process.

Q: Are there other detention areas?
A: For detention to be cost effective, it requires large, contiguous parcels. Currently, there are no large parcels of City-owned property available in the vicinity.

Comment: All of these options are great for goals at surface (greening/active uses etc.) but don’t handle the flood water as well.

E. North Side Greenway [increased green space/handles only one pipe]

Q: How deep?
A: Conceptually, the greenway has been designed to be 6’ deep with gradual slopes to create useable community spaces.

Q: Cars from new apartments, what will they do?
A: As noted above, all options discussed preserve existing access to homes, business or other land uses along Hale Parkway.

Q: How many cars per day in 2 lanes versus 4 lanes?
A: A standard 2-lane facility will typically carry between 12,000-16,000 vehicles per day.

Q: What about the new apartments down Colorado?
A: An independent traffic study will assess future growth conditions and viability of preferred approaches.

Q: By closing access to Hale, traffic will be diverted to residential streets.
A: An independent traffic study will assess future growth conditions and viability of preferred approaches.

Q: Converting to one lane will there be a right turn lane into Colorado for cars waiting?
A: There will be consideration of turning lane movements.

Comment: Like the idea that this might mean faster implementation if money is lower and we can get to solve Jasmine/Jersey sooner.

Comment: Concern about shift in neighborhood activity to one side of the street.

Comment: Concern about loss of access, closing streets.

Comment: Concern about an increase in traffic on side streets as a result of crossing closings.

F. North Side Greenway / Linear Park

Q: Is there a bus on 11th?
A: The bus route is on 9th & 10th.

Q: How will you serve Severn?
A: A pipe will be constructed connecting the Severn sump to the Hale Parkway system.

Q: Do you need walls?
A: The North Side Greenway has been conceptualized without the use of walls in the open channel.

Q: Will there be a regular continuous flow?
A: The greenway can be designed such that there is a low-flow, smaller channel for dry weather flows and smaller events. The entire channel would only be used in the less frequent, larger events.

Q: Are ten-year storms coming more often with climate change?
A: Climate change may lead to an increased frequency of destructive storms.

Q: How many years out? From conservative to big idea?
A: The City expanded the detention in Ferril Lake in 2008 to allow us to begin working upstream into Upper Montclair. The City currently has two pipe projects (E 16th Avenue System and the Jackson Street System) under design. Hale Parkway, as well as needed improvements upstream of E 16th Ave, will be included in future 6-year Capital Improvement Plans.

Q: What is the timeframe of concepts versus line on paper?
A: Once funding is identified for a project, a project can take 2-3 years for design and construction. While the E 16th Avenue System and Jackson St System improvements are funded, there is no funding in the current 6-year Capital Improvement Plan for improvements on Hale Parkway.

Q: What about a traffic study on the eastern edge?
A: An independent traffic study will assess future growth conditions and viability of preferred approaches.

Q: What is the price difference?
A: Cost estimates have not been completed at this time.

Comment: One thing that I like about the neighborhood are the parkways. I am concerned about how people will get around and this option does not allow it or moves the traffic to 11th.

Comment: Like the trail connection!

Comment: Two lanes next to each other is preferred on Parkway.

Q: Don’t like Hale Parkway being closed, concerned about traffic flow. How is this being planned with all the other transportation changes in the area?
A: An independent traffic study will assess future growth conditions and viability of preferred approaches.

Comment: If it was a creek before, let’s open it up again.

Comment: Like this option with more space.

Q: Traffic concern – what is the impact to 8th?
A: An independent traffic study will assess future growth conditions and viability of preferred approaches.

Comment: Like this option for enhanced water quality and flooding.

Comment: Like the idea of investing in usable green space instead of pipes that don’t benefit the community.

Q: What does this option do for downstream water quality?
A: Bigger move, more opportunity. This will do the most for the flooding/water quality side and the green become the most programmable.

Comment: People on 11th will not like the new traffic.

General notes. Question: Where do you stand?

• Greenway north.
• Parkway greenway feel.
• Travel lane on either way important at the beginning but I have changed thinking about this for the long-term.
• Big canopy of trees (essence of the parkway) on both sides even if traffic is not on both sides.
• I like how well this addresses the water quality/flooding issue!
• Could you do one lane going east and two lanes going west?
• Easier for pedestrians to cross two lanes at one time to get to greenway. No double crossing of street, I like that.
• Concerned with 8th since it is usually backed up from Monaco/Colorado and Hale provides a bypass.
• Do you want Hale to be a bypass? A: More like neighborhood street.
• I don’t want this to be a ‘bypass’. I want a quiet neighborhood street.

Comments from the Website

Comment: I’m presenting a paper on considering potential places for daylighting projects in the Upper Montclair Basin for stormwater mitigation. I’m particularly interested in proposed changes to streets and lots for green infrastructure, and potential for collaboration between area stakeholders.

Comment: I want to voice my support for the park (last) option presented last night.

I live adjacent to the parkway and the road provides an easy way for me to get to/from my home. In addition, I understand that the center median is sentimental to people. However, once you take away the center median (which makes sense for optimizing the WQ, flood control, and cost goals), Hale becomes a road just like any other. And while it may save me time, it is also providing an inviting conduit for people who don’t live in the neighborhood to race through.

To me, converting the road to a park seems very appealing as it creates a new amenity in our neighborhood. I like the idea of adding more walk-ability and usable community space. Adding this public resource (while improving WQ and minimizing flood risk) would only favor property values. And, as development continues along Colo Blvd, converting Hale to a greenway would insulate us from that development.
HOW COMFORTABLE ARE YOU WITH EACH CONCEPT?

The attendees were asked to use dots on each board option to express how they felt about the different scenarios. The following graph summarizes all the community dot responses: