



---

## Land Use, Transportation & Infrastructure Committee Summary Minutes

---

**Tuesday, August 31, 2010      11:00 AM      City & County Bldg., Rm. 391**

**Members Present:**    Montero, Robb, Sandoval  
**Members Absent:**    Hancock, Johnson, Madison  
**Other Council  
Present:**

**Committee Staff:**    Gretchen Williams

---

### Bill Requests

**BR10-0746 Approves a \$1,105,160 contract with Landtech Constructors for reconstruction of the East Alameda Parkway irrigation system, a Better Denver Bond Project, between Jackson and Quebec.**

*Jay Henke, Parks Planning*

A motion offered by Sandoval, duly seconded by Montero to approve filing a bill approving a \$1,105,160 contract with Landtech Constructors for reconstruction of the East Alameda Parkway irrigation system, a Better Denver Bond Project, between Jackson and Quebec carried by the following vote:

AYES:            Montero, Robb, Sandoval(3)  
NAYS:            (None)  
ABSENT:        Nevitt, Hancock, Johnson, Madison(4)  
ABSTAIN:        (None)

This Bond project has a total budget of \$4.4 million for complete replacement of the irrigation system along the two miles of E. Alameda between Jackson and Quebec. The project scope was developed in 2009 and bid in July this year. Six bids were received; Landtech was selected as the lowest responsive bidder at \$1,105,160. The minority/women-owned business enterprise (M/WBE) goals were set at 7%; Landtech has committed to 11.37%.

Work should commence in October and be completed in April 2011, weather permitting. Public Works and Councilwoman Johnson's office have worked on

public notice about the project. Several properties abut the project zone, and they have all be contacted.

The work includes total replacement of the irrigation system in the median and on the north side of Alameda between Jackson and Quebec. The south side between Cherry and Holly will receive the same treatment. Re-grading and re-sodding will be performed where required. The current 28 water taps will be reduced to 12.

In response to a question from Councilwoman Robb, Mr. Henke said Alameda Parkway is different from others in that the City maintains and irrigates it from property line to property line, the full width of the right-of-way (ROW).

Councilwoman Robb said the City stopped watering parkway areas adjacent private property in her district a few years ago, and she was told it was a city-wide policy change. Mr. Henke said the difference may be that most parkways abut private front lawns whereas this one is primarily abutting side yards.

Mark Tabor, Parks & Recreation, added that the Alameda Parkway was created in the 1970s and has a more suburban, less formal configuration than the others. Most parkways include a tree lawn between the sidewalk and curb along the front of private properties. While they are part of the ROW, the adjacent property owners are responsible for watering and maintaining the grass and trees. The value of the City maintaining the full ROW is a more cohesive parkway. If owners had to maintain this area adjacent to their side yards, there would be even more tendencies to extend yard into the parkway, and the maintenance level would be less consistent.

Councilwoman Robb noted that the 3rd Ave. Parkway in her district abuts private side yards. The City should maintain the entire width of all parkways, for the exact reasons cited by Mr. Tabor, but she realizes the budget constraints. She asked that this issue be included in the planned parkway policy issues discussion.

Councilwoman Montero added her support to having this discussion and a report back to Committee. She said any exceptions to ciytwide policies should be scrutinized.

Alameda Parkway will not irrigated with recycled water for probably five to ten years because the infrastructure isn't available here. The "purple pipelines" have only been installed as far south as Cheesman and Congress parks. Slight equipment modifications and new taps will be needed when this parkway is converted to recycled water.

**BR10-0753 Adopts the LaAlma/Lincoln Park Neighborhood Plan as a supplement to the Denver Comprehensive Plan 2000.**  
*Kristin Krasnove Fritz, Community Planning & Development*

A motion offered by Montero, duly seconded by Sandoval to approve filing a bill

adopting the LaAlma/Lincoln Park Neighborhood Plan as a supplement to the Denver Comprehensive Plan 2000 carried by the following vote:

- AYES: Montero, Robb, Sandoval(3)
- NAYS: (None)
- ABSENT: Nevitt, Hancock, Johnson, Madison(4)
- ABSTAIN: (None)

The La Alma/Lincoln Park Neighborhood Plan encompasses the mixed-use area bounded by Cherry Creek/Speer Blvd. on the east; South Platte River on the west; 6th Ave. on the south; and Colfax on the north. The neighborhood includes the walk-up 10th & Osage transit station, and that station area plan has been incorporated into the larger neighborhood plan. Other focal points include the Denver Health facilities; West High and Greenlee Elementary schools; Lincoln Park and La Alma Recreation Center; the Santa Fe Arts District; the Denver Housing Authority's South Lincoln property and redevelopment plans; and the Union Pacific Railroad's Burnham Yard maintenance facility.

The newly adopted zoning code is a major step in implementation of the plan. The code now provides a broader range of zone districts that more closely matches the types of development in the area as well as provide for desired redevelopment.

The overall goals identified through the planning process are:

- Redevelopment is focused in three areas: the station area; the Santa Fe corridor; and the 13th Ave. corridor west of Osage.
- Future land uses in the redevelopment focus areas are studied - specifically around the station and along 13th Ave., which are currently zoned Industrial.
- Stability is improved within existing residential areas and supported by zoning within established residential character areas.
- Increased circulation and connectivity is provided, both within the neighborhood and to adjoining areas.
- Neighborhood support systems are focused on schools and home ownership opportunities.
- The public services of Denver Health, Byers Library and the La Alma Recreation Center are maintained.
- The history and cultural diversity of the neighborhood are preserved and celebrated.

The plan's objectives will be realized through the following key elements:

- Highest density housing is located immediately adjacent to the station with

commercial ground floor uses near the platform and along 10th Ave.

--Connections are created and improved from the station to the Santa Fe Arts and Business Corridor.

--Access in the neighborhood is improved by extending Osage south and reopening 11th Ave. between Kalamath and Lipan.

The plan includes visions and goals for the various "character" areas identified in the neighborhood: Main Street; Residential; Institutional; Transit-Oriented Development; Mixed-Use; and Industrial.

Based on this planning process, the 2011 Capital Improvement Budget funds a needs assessment for improved access throughout and in and out of the neighborhood, including identification of places for wider sidewalks, bike lanes, and safe crossings of major streets to important destinations such as schools, parks and recreation center, library, and grocery store.

The neighborhood feels strongly about the importance of Denver Health, both in terms of services and employment. Denver Health was very involved in this planning process, and it wants to be able to stay in its current location. The need to expand in this fairly densely developed neighborhood will have to be addressed so that the future needs of Denver Health are met without harming the neighborhood.

A number of changes occurred throughout this long planning process:

--Denver Housing Authority's planned redevelopment is becoming a reality, starting in October with construction of new senior housing at 1099 Osage.

--Denver Health is facing new pressures from changes in the health care sector and increasing service demand.

--The city adopted a new zoning code that provides a wider array of contexts and zone districts better matched to the neighborhood.

--UPRR was seriously considering relocation of Burnham Yard, which could have substantially enlarged the station area and changed the plan. During the process, the decision was made that the Yard will remain.

--Greenlee Elementary was reopened as a K-5 "turn-around" school, which was important to the neighborhood.

--The West Corridor of the rail system was in the planning stage. Now it is under construction with service planned to begin in 2013.

Councilwoman Montero noted that redevelopment plans for the Vulcan Iron

and Komac Paint sites on Osage will move forward when the economy improves. She is excited about the potential of this neighborhood and proud of the residents and their commitment to the neighborhood. She added that she would request a courtesy public hearing on final consideration on September 20.