

**Citizen Advisory Committee
Downtown Kenton Redevelopment Project
Denver Streetscape Project**

Wednesday, June 7, 2006

6:30-8:00 p.m.

Historic Kenton Firehouse

DRAFT

MEETING MINUTES

Jerrie Johnson, Larry Mills, Rick Jacobson, Jean von Bargaen, Amanda Barry, Kert Wright....

Portland Development Commission Staff: Joleen Jensen-Classen, Carol Herzberg

Portland Office of Transportation Staff: Ellen Vanderslice, April Keithly, Kathy Mulder

Handouts: (1) Agenda; (2) Packet mailed to CAC including – CAC Membership List, Project Summary of the Adopted Kenton Downtown Plan, May 3, 2006 CAC Meeting Minutes, and Letter from Jean von Bargaen; (3) “Guide for Facilitators Fist-to-Five Consensus Building”

I. INTRODUCTION

Joleen introduced Carol Herzberg from PDC and round-table introductions were made. The May 3, 2006 CAC Meeting Minutes were accepted with no changes.

II. RESPONSE TO QUESTIONS FROM MAY 3RD MEETING

Deliveries and Parking Options: Ellen met with Portland Office of Transportation’s Nolan Mackrill of Parking Enforcement and Ramon Corona of Parking Control to discuss parking issues that were raised at the May meeting. With regard to companies charging more for deliveries made to timed loading zones – Ramon has never heard of this. He did state that business owners might be able to make alternative delivery arrangements by asking the company if it was possible. Ellen said that if CAC members had more details on delivery issues to let her know and she would follow-up on them.

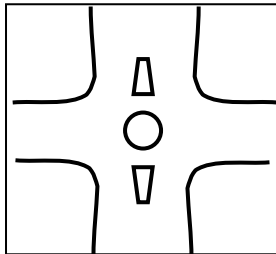
The best solution to provide on-street parking and allow deliveries to be made is the mixed-use parking zone. Typically this type of parking zone is for deliveries only from 7:00 to 11:00am. However, any combination of hours can be worked out and Nolan and Ramon said they would be willing to come and talk with the group.

Jerrie shared photos with the group showing trucks making deliveries. It was noted that a 65-foot semi-truck was not easy to unload at the curb. And that a truck delivering 20-foot lumber needs 20-feet of space to unload it. Carol suggested the group look at other parts of the City to

see how similar unloading issues were handled, perhaps the Central Eastside. Larry mentioned that timing truck deliveries was a problem and Garland agreed. She said that the big lumber trucks come at any time. Jean pointed out that as development occurs and more business is generated in the area that the center lane may not be able to handle increased capacity. Several members suggested that one solution might be to open up the alleys.

ODOT Community Enhancement Grant & PDOT Median Funding for Traffic Calming

Carol handed out a copy of the preliminary recommendation for the \$500,000 to \$1M ODOT Community Enhancement Grant monies. ODOT approved \$75,000 for a traffic circle and traffic calming measures at the intersection of Denver and Watts. Additionally, PDOT received TriMet Interstate Light Rail Project traffic offset funds to build median islands. The light rail offset funds must be spent by the end of the year.



Carol said PDOT and ODOT had met to discuss the potential intersection design. Ellen drew a sketch to illustrate the intersection. There is concern that with a traffic circle, traffic will back up. Carol said that it may be possible to use the ODOT funds for other traffic calming measures at Denver and Watts if the traffic circle does not work., particularly if the TriMet medians are also put in there. Kathy Mulder, a

transportation engineer with PDOT, said that Watts is 28-feet wide and that a traffic circle may not fit at that intersection.

The group discussed if they wanted to give up the immediate improvements -- the traffic calming medians from the TriMet funds, in favor of the longer-term improvements – a traffic circle or similar calming measure, as outlined in the Kenton Streetscape Plan. Several members expressed concern about the look of the concrete median islands. Kert said new ones that were recently installed on Portland Boulevard are ugly. Larry said that the circle was more a gateway concept and not necessarily a traffic calming measure.. PDOT said that they would find out more information about traffic calming concrete islands and the process for installation, including a picture of one.

III. DENVER STREETScape GOALS BRAINSTORMING

Larry summarized that the *Kenton Downtown Plan* identified redevelopment opportunities and strategies for zoning and plan districts for the future of Denver. Carol added that enhancing the commercial district and developing housing to the north were intended to complement each other.

Brainstorming Goals

Joleen asked CAC members how they envisioned the future Kenton business district, both visually and functionally. Following are the brainstorming comments:

- Kenton village shops
- all like the look of the new liquor store
- pedestrian friendly
- near light rail

- street trees
- outside seating
- wide sidewalks
- good street crossings
- well lit at night
- looks good – “gleaming”
- clean and fresh paint
- different streetscape concepts
- work with existing sidewalks
- change perception of dark and dreary at night
- off-street parking – needs long range solutions
- hanging flower baskets

What type of uses or potential uses does the group envision?

- Trader Joes or similar grocery store
- Winks or specialized hardware/home repair store
- Environmental building supply
- green street elements
- reinventing what was here in the past
- do not want trendy commercial destination, but businesses for the community
- service oriented businesses
- services within walking distance from homes

Joleen asked for feedback from the group on what they thought of the proposed options and how it might or might not support the brainstorm comments. Rick said he observed that the east side of Denver seems wider with 10-foot sidewalks and no trees than the west side with trees, which feels narrower. He suggested dressing up the east side without installing trees, maybe just installing hanging baskets.

Third Design Option?

Carol asked if there was a desire to develop a third option that would work better than the proposed Options 1 or 2. Would bringing in a consultant earlier not later be good? Janice stated that some things on the list of proposed improvements may be too much money or functionally may not work. Kert suggested voting on either Option 1 or 2 to get an idea of where the group stood. Joleen asked if the group was in favor of a straw poll. Larry felt it was not a good idea. The consensus was that a majority of the members would be willing to look at a third option.

CAC Homework

Joleen asked CAC members to do some homework. Make a list expressing feelings and thoughts about the design elements in Options 1 and 2. The CAC made several requests:

- 1) Is there a way to know whether design elements are feasible before voting on them? An example of this is the design idea of stamped concrete at intersections. Kathy explained that PDOT had concerns about this design element because the juxtaposition of different materials does not wear well over time.

- 2) Someone asked about asphalt heaving caused by buses and was it possible to integrate a design of asphalt and concrete to prevent this? PDOT will look at concrete in streets for bus stops.
- 3) Future demographics of the area, both residential and business, would be helpful for making decisions on future development. Carol said she would look into this.

IV. COMMITTEE DECISION MAKING PROCESS

The decision making process was discussed at the last meeting. CAC members can decide by consensus, majority vote or a combination of both. Joleen reminded members that PDC requires that minority decisions be written up and be presented to the PDC Commission along with the majority decision. Many members felt that consensus was ideal but if it doesn't work then they would need to vote. Joleen passed out "Guide for Facilitators Fist-to-Five Consensus Building."

V. WRAP-UP AND NEXT STEPS

Before the meeting adjourned there was some discussion about marketing property. Rick was asked what his approach was. He said he kept in contact with the real estate community, used the internet, and did targeted mailings. Joleen stated that the neighborhood business association would need to work on marketing, because PDC could not offer direct help. It was agreed that Kenton as an historic district was important and should be recognized. There was agreement that signage on Lombard would be appropriate.

VI. NEXT MEETING JULY 5th.

Agenda items for the next meeting:

- PDOT will find out more information about the traffic calming concrete islands and the process for installation, including a picture of one.
- A request for future demographics of the area, both residential and business.
- Review CAC homework of liked elements from Options 1 and 2.
- Decision on decision making process.
- Discussion of a potential third design option and how that option might be reached..