

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

**Wednesday, November 1, 2006**

6:30-8:00 p.m.

Historic Kenton Firehouse

**MEETING SUMMARY**

**CAC Participants:** Amanda Barry, Janice Thompson, Tim Batog, Kert Wright, Donna Lambeth-Cage, Jerrie Johnson, Steve Rupert, Jean Von Bargaen

**Portland Development Commission Staff:** Carol Herzberg, Lené Hopson

**Portland Office of Transportation Staff:** Katherine Levine

**SERA Architects:** Matthew Arnold

**Greenworks:** Mike Faha

**Handouts:** (1) Agenda; (2) CAC Meeting Schedule (3) CAC Membership List (4) Review of Previous Goals / Objectives / Strategies for Kenton (5) Review of Existing Conditions & Project "Givens" (6) Streetscape Tour Follow-Up (7) CAC October 4, Meeting Summary

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**I. REVIEW OF GOALS FOR KENTON NEIGHBORHOOD**

Safety has been ongoing concern with a focus on redevelopment and getting vacant storefront businesses occupied. Matt Arnold asked Citizen Advisory Committee (CAC) to ask themselves: Have we met these goals and what do we still need to do? Bolster housing to make this more of a neighborhood district.

**II. REVIEW OF EXISTING CONDITIONS & PROJECT "GIVENS"**

Matt discussed how the streetscape designs may impact side streets, for example the storm-water bleeding out into the side streets. Also business parking and middle lane parking will need to go to side streets. There is a 1.6 to 1.8 million dollar budget. This budget should get us through construction. This amount does not take into account inflation over the time-period.

Carol Herzberg said that the Review of Existing Conditions & Project "Givens" has a correction in the second bullet where it says cost it should say budget.

Matt said that they will need to stay in contact with the Landmark Commission due to the area being a historic site. The Commission will give guidance on what we can and cannot do with the historical buildings. Janice Von Barga asked if the team is going to be checking on the budget regularly to see that expenses stay within the budget. Matt said that there will be staff checking regularly. The CAC will not be able to know until after the group disbands if we truly will go over the budget. The zoning is primarily storefront commercial and within those storefronts there are several different classifications. The designs that will be created for Denver will have to allow room for these different classifications, including amenities beautification and pedestrian friendly. Katherine Levine spoke about City of Portland Office of Transportation (PDOT) allowing permits. North Denver has a permit for over-dimensional truck routes. She said that there have been six permits given in the last several years. Turning radius between Interstate and Lombard???. Katherine is currently working with Technical Advisory Committee (TAC) to check work regarding classifications. The maintenance department is also reviewing the work. PDOT may turn down the request regarding maintenance due to legal and other issues and concerns. The Maintenance Department is also reviewing work regarding the sidewalk utilities.

### **III. REVIEW OF STREETScape TOUR**

The CAC toured six different streetscapes around Portland on November 20th. They discussed what they like and disliked about each area and what they would like to see on North Denver.

#### **North Killingsworth**

Matt noticed that their were mixed reviews regarding the sidewalk scoring. Jerrie disliked how the scoring seemed to retain dirt. Steve Rupert discussed how the shining/broom effect identifies the contrast and also shows more dirt on the pavement. There are some design and insulation issues regarding watering tubes for trees in street landscaping. The pavers were set in sand. Pavers that are set in sand are less porous over time. Brick and tree grates are common.

Tim asked if we can use grates for the trees.

Mike said that is a possibility. It comes down to the character and personal preference of street appearance. Do you want more greenery? This type of detailed design showing 5-6 different species in landscaping, is this a look you want? Issues like getting out of the car can be a problem when there is vegetative landscaping right at the curbside. Maintenance will eventually become the property owners issue to handle.

#### **China town**

Matt mentioned that the red paint on the street light posts can only be used in china town, but there are other colors that are available. Steve asked if we can look for a single light lamp post that can hold a banner or a flower basket. The double light fixture may be too large and tall for the Denver streetscape. The City of Portland Greenstreets project has mandated for each URA to have some type of greenery in each project.

#### **SW 12<sup>th</sup>**

SW 12<sup>th</sup> Ave's sidewalks are twelve and a half feet wide. The width of the pavement includes a six foot walking area from the building's edge to the green space. The greenspace itself is four

feet and the walkway between the greenspace and the street is two and a half feet wide. The walkway band of sidewalk was developed for pedestrians to have access to the sidewalk without walking onto the grass/plants, yet there is greenery for streets.

Mike Faha mentioned that Bureau of Environmental Services (BES) currently maintains the greenspace, but not forever. He is not sure who will maintain these ultimately? Taxes are currently going toward maintenance of these greenspaces, while the city is maintaining them. Matt discussed how some water treatments are still being tested and designed to find out what ultimately works.

The CAC would like to have a low maintenance or custom-made garden type of design. Jean wanted to know how the design they chose would look 5-10-20 years from now? Katherine would like for there to be more priority on surface treatments. Mike discussed how surface treatment is evolving as we speak. Naito Parkway's surface is changing to add the surface treatments from the greenery, all of the treatments are above ground

### **SE Woodstock E of 39<sup>th</sup>**

Matt noticed that this street resembled North Denver. SE Woodstock has progressive curbside extensions. This area does not have a large amount of pedestrian traffic. The Woodstock signage is on the streets curbside, and is blocked by bushes. They are working on changing their signage and location. There are large bushes of greenery, which blocks motorist's view of children as they cross the street. SE Woodstock neighborhood is not as compact as the North Kenton neighborhood.

### **NE Fremont**

The sidewalks are ten feet wide and are just wide enough for pedestrian traffic.

Mike said that the sidewalks are too narrow, but if the sidewalks were wider there would be more of a lively feel than congested. The Fremont area is still under development. Steve discussed how the business owners are taking responsibility for the sidewalks in front of their business. The business owners are also utilizing the sidewalk areas in front of their stores to make the area feel more welcoming, by adding tables, chairs, plants and other decorations. There are no designated loading zones in the Fremont area. Delivery trucks come before traffic gets heavy (early in the morning or late at night).

### **NE Alberta**

Amanda Barry liked the street lights in the Alberta district which were single lights which held banners. Matt asked the URAC what do they think about public art within streetscape? What is the art budget? Two percent of the construction budget has to go to streetscape art. Kert Wright wants the history of Kenton to be integrated into the art budget. Do the plaques qualify under the two percent art budget?

Carol said no, it does not, the artist commissioned the art so that it does not qualify, but we can use a different artist and have the art commissioned differently.

The CAC members discussed how the bus stop platform is unattractive and they would not like this design on Denver. The platform was built due to the slope of the street. There aren't any loading zones on Alberta. The trucks load and unload on the street curb.

## **N. Mississippi**

There have been very little improvements or changes to the external building structures in the Mississippi district. The community decided to keep the buildings in their original state of structure, but painted them with modern colors. There are many new businesses in this area. A large portion of their art budget went to the trash cans which are functional art. Mississippi has loading zones and side street loading. The public plaza has a planter platform which also functions as a storm drain.

## **SE Division**

There is no parking in this area. There is Proton Parking” available during commuting hours. Matt also showed slides of Troutdale, Downtown Vancouver, Lake Oswego and Boise Idaho.

## **IV. DISCUSSION QUESTION: WHO DO WE ENVISION AS THE USERS OF DENVER AVENUE AND THE PROPOSED STREETScape?**

The CAC envisions users of North Denver and the proposed streetscape to be area residents, kids, seniors (there is a growing population of seniors), the disabled, transit riders, bicyclists, customers and suppliers of businesses, people who may arrive by walking, biking, driving, or riding transit from the neighborhood and surrounding city, restaurant-goers, pass-through traffic and community events. The CAC would like to see pedestrians come to Kenton instead of Mississippi and Alberta.

## **V. SETTING OF GOALS / CRITERIA**

There are goals to have a mini farmers market, street fair and a street festival. The CAC conducted an exercise where they wrote down seven goals that were four words or less for the streetscape. Matt asked if handicapped parking should be added since there currently isn't any. Mike asked if there a desire for the city to maintain everything? Matt asked if the parking is adequate for all users? Has parking spaces been maintained or improved? Links to photos of old pictures can be found on the Kenton Neighborhood Association website. Steve believes that the business owners should take care of sidewalk maintenance. Tim stated that if the sidewalks are broken the city will take care of it. Donna would like to see porous pavement around the trees and more trash receptacles. There is also a problem with the trash receptacles overflowing due to people leaving household trash in the receptacles. Mike mentioned that no one talked about staying within or under the budget. Is this a concern for the CAC. Yes. The CAC would like everything to be done Eco-Friendly, but Mike said that the cost to do everything eco-friendly would be 5-8 times more.

### **Clutter:**

Jerrie felt that Fremont Street was too cluttered and it made the street look less inviting, she would like to see less clutter on North Denver. Steve stated that he doesn't want the street to feel confined, but doesn't want the sidewalk so wide so that the sidewalk does not look busy (not too cluttered, but active and lively).