

## Meeting Notes

This Design Workshop was organized by PDC, PDOT, and the consultant team, and included members of the CAC, the Kenton Neighborhood Association, the Kenton Business Association, the Technical Advisory Committee, and the general public.

### 5:30-6:00pm

- **Introductions / Overview** – 10 minutes
  - *Project Team*

Carol Herzberg welcomed the group and provided a brief overview of the project. She introduced the consultant team, consisting of members from SERA Architects, Landsman Transportation Consulting, and GreenWorks, and members of the Technical Advisory Committee.

- **Goals & Criteria Review** – 20 minutes
  - *Project Team*

Matthew Arnold (SERA Architects) presented the evening agenda with the workshop participants and briefly reviewed the stated goals and objectives of the project.

### 6:00-7:10pm

- **Existing Streetscape Conditions** – 30 minutes
  - *Facilitated by Project Team*

The workshop participants were instructed to sit at specific tables for the first workshop exercise: to review the existing streetscape conditions along Denver Avenue. Workshop participants were asked what they liked and did not like about the existing streetscape and how it could be improved.

- Overview of **Previous Options** – 20 minutes

SERA staff conducted a review of the three streetscape concepts developed as part of the *Kenton Redevelopment Plan* (2006). These included:

1. Widened Sidewalks
2. Enhanced Intersections
3. Angled Parking

- Overview of **Design Elements & Streetscape Examples**– 20 minutes
  - *Project Team*

Mike Faha (GreenWorks) presented an overview of design elements and streetscape examples. This presentation included a discussion of gateway elements, public art, green streets features, intersection treatments, City of Portland-approved streetlights, paving materials, street furniture (benches, tree grates, transit shelters, and trash cans), and street trees.

### 7:10-7:25pm

- **Break** – 15 minutes

7:25pm-9:25pm

- **Design Workshop** – 1 hour 30 minutes
  - *Facilitated by Project Team*
  - *Participants split into 5 groups, to focus on a) overall configurations & policy and b) design details:*
    - *Evaluate and recommend improvements to Option 1 (typical block)*
    - *Evaluate and recommend improvements to Option 2 (typical block)*
    - *Evaluate and recommend improvements to Option 3 (typical block)*
    - *Blank Slate (typical block)*
    - *Special Opportunities such as gateways & unifying themes (whole street)*

After a short break, the workshop participants broke into five groups and the consultants facilitated a design exercise that built on the previously developed streetscape concepts. Three of the groups evaluated the previous options and brainstormed on ways in which these options could be improved. A fourth group began with a 'blank slate,' crafting a new streetscape concept from scratch. And a fifth group examined opportunities for special treatments, including gateways, public art, and unifying themes. TAC members floated between groups to provide technical feedback and guidance as the designers and workshop participants developed streetscape concepts.

- **Option 1: Widened Sidewalks.** Allison Wildman (SERA) facilitated a table of neighborhood residents, neighborhood association members, an art specialist, and PDOT and PDC representatives; they focused on streetscape Option 1 – widening the sidewalks.

Upon analyzing the “Widened Sidewalks” option, this group determined that this option was largely viable, and that it would provide great opportunities in the sidewalk zones for public art, historic references, and innovative stormwater management systems.

This group developed a streetscape concept that kept the basic elements of the “Widened Sidewalks” option, but integrated green street features (including permeable pavers and bioswales) and identified numerous opportunities to integrate historic/artistic elements. A key component of the concept was the use of valley gutters, which would integrate well with the green street features and could provide a low-cost solution to widening the sidewalks (potentially mitigating the need to re-grade or reconstruct the roadway).

- **Option 2: Enhanced Intersections.** Mike Faha (GreenWorks) facilitated a group of CAC and Neighborhood Association members, who focused on streetscape Option 2 – retaining the center turn lane and enhancing the intersections.

This group determined that, while intersection enhancements were both interesting and worthwhile, they alone would not meet all of the projects evaluation criteria. Rather, other treatments along the blocks themselves would be necessary.

This group developed a streetscape concept that kept the center turn lane and used it as a defining feature of the roadway by using plantings and texture to define the space (i.e. a median). They also incorporated green street features, including permeable pavement and bioswales. This scheme eliminated bike lanes, and utilized the median, street trees, and other elements to calm traffic,

thereby creating a roadway that would accommodate all users. Note: *There was a question as to whether some of the treatments could be executed in the center turn lane due to Denver Avenue being classified as a “high and wide” transportation route.*

- **Option 3: Angled Parking.** Matthew Arnold (SERA) facilitated a group of neighborhood residents, BES representatives, and a local restaurateur; they focused on streetscape Option 3 – angled parking.

While the “Angled Parking” scheme was largely dismissed during the Kenton Redevelopment Project (2006), it was revisited at the Design Workshop because of its potential to maintain or even increase parking supply. The group that analyzed this option found that, while its use of angled parking was intriguing, it did not go far enough in terms of traffic calming, stormwater treatment, or in providing opportunity points for public art.

In response to these issues, the group developed an innovative concept that used chicanes to provide wider sidewalks, integrate green street features, and potentially accommodate angled *and* parallel parking. Ultimately, the streetscape concept was to provide a “wiggle” through the entire district to calm traffic and create spaces that are both unique and functional.

- **Blank Slate.** Tim Smith (SERA) used a blank map and worked with the group of business and property owners along Denver Avenue who had specific concerns regarding parking and loading.

Tim Smith’s group of property owners and business owners came to consensus on a streetscape concept that eliminates the center turn lane (where trucks currently park to load / unload) and redistributes the ‘leftover’ space equally to the three primary modes – vehicular, bicycle, and pedestrian. This scheme accommodates the loading needs of businesses by eliminating the center turn lane and widening each travel lane to 12-feet. The concept would allow the loading vehicle to double park (potentially using (although not legally) the adjoining 6’ bike lane) and allow vehicles to safely pass the parked vehicle. This scheme also relies on a full 8’ parking lane. The good news for pedestrians is generous ~14’ or 15’ sidewalks.

- **Special Opportunities.** Robin Craig (GreenWorks) worked with a map at a district scale and facilitated a group of residents and CAC members who looked comprehensively at the corridor to identify special treatments that would tie the district together. This group developed several district-wide streetscape concepts that included enhanced gateways at Watts / Denver and Interstate / Denver, intersection treatments at all Denver crossings, street tree locations, and possibilities for public art and/or gathering places.

- **Report Back** on how new / revised schemes meet Goals & Criteria – 30 minutes

Table leaders Tim Smith, Robin Craig, Allison Wildman, Mike Faha, and Matthew Arnold presented the concepts / drawings / thoughts / ideas generated by each of their groups.