

**PORTLAND DEVELOPMENT COMMISSION**  
Portland, Oregon

**RESOLUTION NO. 6556**

**APPROVING THE DOWNTOWN KENTON – DENVER AVENUE  
STREETSCAPE PLAN AND FORWARDING TO PORTLAND  
CITY COUNCIL FOR ADOPTION**

**WHEREAS**, streetscape improvements to N. Denver Avenue in Kenton, which forms the Kenton Business District, have been identified as a priority in the *Downtown Kenton Plan* and the *Kenton Neighborhood Plan*;

**WHEREAS**, the project supports multiple goals and objectives of the *Interstate Corridor Urban Renewal Plan*, including the urban form goal, "*Target street improvements to complement light rail use and to leverage appropriate private investment*;

**WHEREAS**, the streetscape improvements are part of the larger Downtown Kenton Redevelopment Project that began in the fall of 2005 to help revitalize the Denver commercial corridor, create a safer and more attractive retail environment, create a stronger district identity and better visibility, and strengthen the connection between Denver Avenue, the Interstate Max light rail line and the surrounding community;

**WHEREAS**, the schematic designs included in the Plan have been designed by a team comprised of Portland Development Commission ("PDC"), SERA Architects, Greenworks Landscape Architects, and the Portland Office of Transportation, with technical advice from the Bureau of Environmental Services and the Portland Planning Bureau;

**WHEREAS**, there has been an extensive public review and input process to advise on the creation of the schematic designs outlined in the Plan, dating from 2005 to the present;

**WHEREAS**, the Interstate Corridor Urban Renewal Advisory Committee has recommended approval of the *Streetscape Plan* and expressed support for funding construction of the N. Denver Avenue streetscape improvements; and

**WHEREAS**, the Streetscape Plan will provide guidelines for future development along North Denver Avenue.

**NOW, THEREFORE, BE IT RESOLVED** that the PDC Board of Commissioners approve the Downtown Kenton-Denver Avenue Streetscape Plan attached hereto as Exhibit A, and forward to the Portland City Council for adoption; and

**BE IT FURTHER RESOLVED** that this resolution shall become effective immediately upon its adoption.

**Adopted by the Portland Development Commission on February 13, 2008.**

  
Renee A. Castilla, Recording Secretary



**DRAFT 01.24.08**



**DOWNTOWN KENTON  
DENVER AVENUE STREETScape PLAN**



## **ACKNOWLEDGMENTS**

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## EXECUTIVE SUMMARY

North Denver Avenue, stretching from Watts Street north to Interstate Avenue, forms the heart of the downtown Kenton business district (within the Interstate Corridor Urban Renewal Area). Both the Kenton Downtown Plan and the Kenton Neighborhood Plan identify Denver as a key commercial corridor with neighborhood services and destinations.

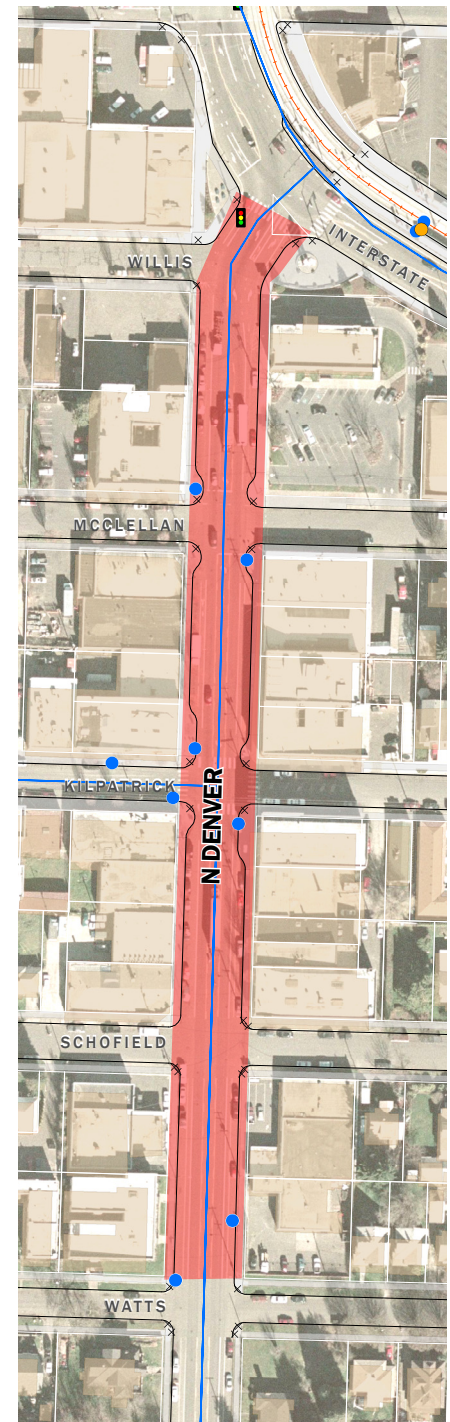
While this main street offers several attractive historic buildings and is one block from a new MAX lighttrail station (at Interstate Avenue) and a large public park (Kenton Park), many commercial properties along Denver Avenue and its side streets stand under-utilized or vacant. In 2005, the Portland Development Commission (PDC) began the Downtown Kenton Redevelopment Project to promote revitalization of this historic business district.

A key recommendation of the Downtown Kenton Redevelopment Project was to implement streetscape improvements along Denver Avenue. The current streetscape has fairly narrow, 10-foot-wide sidewalks and a very wide, three-lane roadway (two travel lanes and a continuous center-turn lane). This large expanse of asphalt encourages drivers to speed past the business district, making Denver feel unsafe and uncomfortable for pedestrians and shoppers. There are few pedestrian amenities, such as trees, benches and sidewalk lights. Preliminary concepts for improvement were developed in the Project's first phase (May 2006).

In the summer of 2006, PDC assembled a Project Team to move from these initial concepts into a practical schematic design. In addition to PDC, the Project Team included SERA Architects (planning and urban design), GreenWorks (landscape architecture), the Portland Office of Transportation (PDOT), Landsman Transportation Planning (parking consultant), and Valerie Otani (public art consultant). The team was assisted in its work by a 14-member Citizens Advisory Committee (CAC) which met regularly to provide input, as well as by many members of the general public who came to a series of three public Open Houses and a Design Workshop to review and comment on the work as it progressed. The team also met individually with Denver Avenue business and property owners to assess how a new streetscape could best accommodate their business needs. A Technical Advisory Committee (TAC), assembled by PDOT and including several other bureaus and agencies, also reviewed the designs.

The CAC and public developed a list of project Goals and Objectives, as well as Evaluation Criteria by which to judge the success of the new Denver Avenue streetscape design. In brief, the Goals & Objectives included making the Denver street environment safe, attractive, unique, durable, pedestrian- and bike-friendly, and green. The new streetscape design contained in this Plan strives to address these Goals as well as the Evaluation Criteria. Along with general recommendations for streetscape improvements, this Plan contains detailed schematic drawings with block-by-block notations that address specific business concerns.

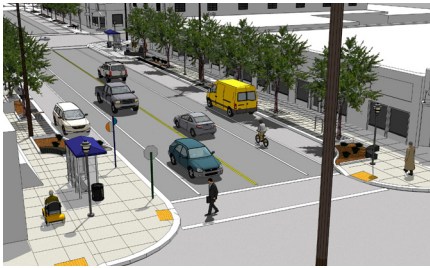
The intentions of the Plan are to slow traffic, create better connections to the



- MAX Stop
- Bus Stop
- MAX Line
- Bus Line
- 🚦 Traffic Signal
- Project Area
- × Curb Ramp

Project Area Map

**EXECUTIVE SUMMARY**



Interstate MAX station, improve safety, increase the visibility and attractiveness of Kenton's Downtown, and to foster revitalization within the commercial district.

Among the most significant changes recommended in this Plan are expansion of the sidewalks from 10 to 15-feet wide in order to create a more pleasant pedestrian environment with room for outdoor café tables and other retail amenities. The bike lanes which line both sides of Denver would also be widened to a more comfortable six-foot width. Attractive pedestrian-scale lights, benches, trees and public art would also enhance the commercial area. The street would be more defined and visually narrower, with decorative stone banding at curbside, concrete parking areas, and concrete intersections. Stormwater planters along the entire stretch of Denver would soften the concrete with green and capture and infiltrate stormwater runoff from the sidewalks and roadways.

The Plan recommends that Denver's center-turn lane be eliminated and that delivery loading / unloading be accommodated at curbside. PDOT is working closely with business owners to create the most effective loading zones and parking timing and signage. The proposed 11-foot-wide travel lanes would allow cars to pass around even a double-parked delivery truck without affecting the flow of traffic. Finally, the gateways at the north and south end of the district would be enhanced with new greenery and district signage to better mark the district.

The proposed schedule for the streetscape improvements is to complete approvals, final design, and engineering during 2008. The project is slated to go out to bid in Spring 2009 and to begin construction later that year.



sidewalk	furnishing zone	parking and loading	bike lane	travel lane	travel lane	bike lane	parking and loading	furnishing zone	sidewalk
8'	7'	8'	6'	11'	11'	6'	8'	7'	8'
15'				34'				15'	
pedestrian zone		parking		travel zone			parking	pedestrian zone	

*Concept Design: Cross-Section*



## INTRODUCTION

Kenton's Historic Commercial District, located along North Denver Avenue, within North Portland's Interstate Corridor Urban Renewal Area, offers a wealth of attractive, historic buildings, proximity to the MAX light rail line, and a large public park. Despite the district's positive attributes and on-going revitalization efforts, the district has not yet met its full potential and many properties stand under-utilized or vacant.

In September 2005, the Portland Development Commission (PDC) initiated the Downtown Kenton Redevelopment Project to promote revitalization of the business district. Among project recommendations were an enhanced streetscape to help the historic business district meet its potential as a pedestrian-friendly, vibrant commercial destination, as well as catalyze additional redevelopment. The project engaged key stakeholders (business and property owners, neighborhood residents, and partner public agencies) to help identify important streetscape-related issues and develop preliminary streetscape concepts.

The Denver Avenue Streetscape Plan, begun in mid-2006, builds on the findings from the Kenton Redevelopment Plan to develop a comprehensive streetscape design for Denver Avenue. The Streetscape Plan attempts to balance the conflicting needs and wants identified in the Denver Avenue business district, including sufficient parking, space for truck loading and unloading, freight movement, development capacity, and a more attractive walking and shopping area.



*Paul Bunyan, c. 1950s*



*Looking South from McClellan*



*Looking North from Kilpatrick*



*Looking South from McClellan*

## PLANNING PROCESS



*Project Team members during a July 2007 site visit*

The Project Team for the Denver Avenue Streetscape Plan was led by PDC, and included PDOT, SERA Architects (urban design, planning, and public outreach), and GreenWorks (landscape architecture and urban design). During Concept Design, the Project Team was joined by Landsman Transportation Planning, who analyzed current parking and loading conditions in Downtown Kenton and made recommendations for how to accommodate both functions within a new streetscape. During the Schematic Design phase, the Project Team was joined by Valerie Otani, an artist and public art consultant hired by the Regional Arts and Culture Council (RACC) to make recommendations for themes and scales of public art appropriate to Downtown Kenton, potential locations for public art installations, and enhancements for the existing gateways to the district. (Specific artists and / or pieces will be selected in accordance with the standard RACC process.)



*CAC Streetscape Tour (N Killingsworth)*

Development of the Denver Avenue Streetscape Plan included an extensive outreach program in order to incorporate and account for the opinions of Kenton-area residents, property owners, and business owners. Over the course of the planning process, the Project Team worked closely with a Citizens Advisory Committee (CAC), held events for the general public, and met with individual stakeholders to provide project updates and solicit input.

The Project Team also had regular meetings with a Technical Advisory Committee (TAC) comprised of representatives from TriMet, PDOT, and the City's Bureaus of Environmental Services, Planning, Maintenance, Water, Parks, and Development Services. Non-standard items in the design were reviewed by PDOT's Design Review Committee and the Portland Historic Landmarks Commission (PHLC). The Project Team provided project updates to the Interstate Corridor Urban Renewal Advisory Committee (ICURAC) and its Transportation Sub-Committee, as well as to the Kenton Neighborhood Association (KNA), and the Portland Bicycle Advisory Committee (PBAC).



*Technical Feasibility "Field Day" - October 2006*



PLANNING PROCESS

**Citizen Advisory Committee**

The Project CAC convened for the first time on May 3, 2006, and continued to meet throughout the Concept Design and Schematic Design Phases. Members also attended a Streetscape Tour, a Design Workshop, and several public meetings. In addition to generating its own ideas for the Denver Avenue streetscape, the CAC evaluated all concepts and designs and made recommendations to the Project Team. Agendas and meeting minutes can be found at [www.pdc.us](http://www.pdc.us).

**Public Events**

Over the course of the streetscape planning process, four public events were held specifically to gain input from the general public. (CAC Meetings were open to the general public and were occasionally attended by non-CAC members.) The first of these events was a Design Workshop, at which three concepts were proposed for further evaluation during the Concept Design Phase. Three Open Houses were held to present current designs to the public and solicit feedback. During these Open Houses, attendees questioned and advised members of the Project Team directly and filled out comment forms. Some e-mailed additional feedback in the weeks following each event. (Survey results are included in the Appendix.)

Public Events	
December 6, 2006	Design Workshop
February 20, 2007	Concept Design Open House
June 13, 2007	Preferred Concept Open House (in conjunction with Kenton Neighborhood Association Annual Meeting)
November 15, 2007	Schematic Design Open House

**Stakeholder Meetings**

In October 2007, members of the Project Team reviewed a draft version of the Schematic Design with business and property owners within the Project Area during a series of one-on-one and small group meetings. These stakeholders were asked to scrutinize the draft Schematic Design and indicate any potential issues or conflicts that might arise for their business or property due to specific design elements. Whenever possible, the schematic layout was adjusted to address these concerns and accommodate existing businesses.

CAC Meetings
May 3, 2006
June 7, 2006
July 5, 2006
October 4, 2006
October 20, 2006 (Streetscape Tour)
November 1, 2006
February 7, 2007
March 7, 2007
June 26, 2007
September 5, 2007
November 7, 2007

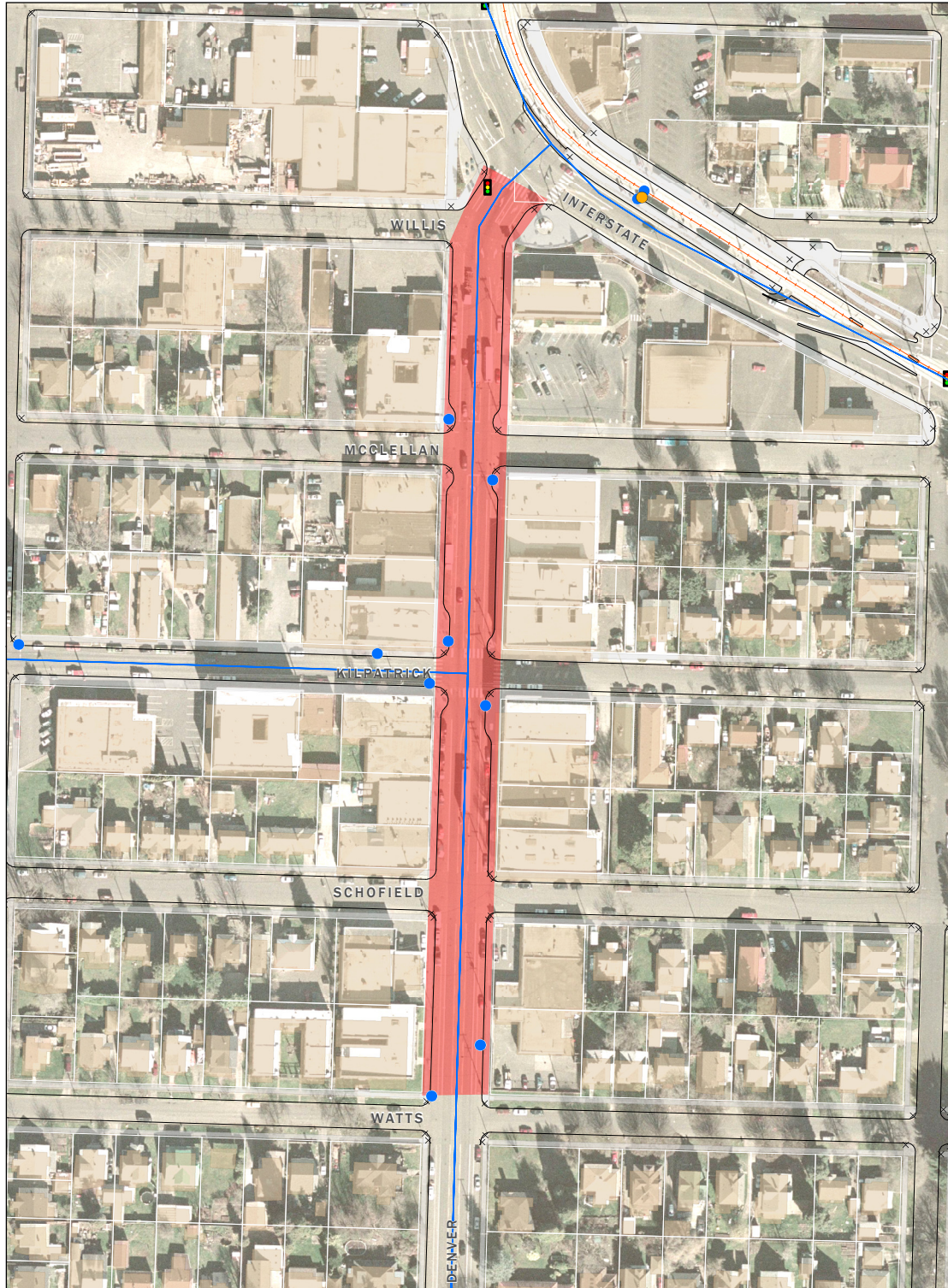


*Design Workshop - December 2006*



*CAC Streetscape Tour - October 2006*

# EXISTING CONDITIONS



- MAX Stop
- Bus Stop
- 🚦 Traffic Signal
- Project Area
- MAX Line
- Bus Line
- × Curb Ramp

**SERA** DENVER AVENUE STREETScape DESIGN PROJECT  
Project Area

0 50 100 Feet  
|-----|



05.09.07



## EXISTING CONDITIONS

### Classification

The Kenton Downtown Plan and the Kenton Neighborhood Plan identify Denver as a key commercial corridor with neighborhood services and destinations. The Denver Avenue Streetscape Plan addresses Denver Avenue from Watts Street to Interstate Avenue. This section of Denver is classified by the Portland *Transportation System Plan (TSP)* as a Community Main Street, Transit Access Street, City Bikeway, and City Walkway (in a Pedestrian District). Though the TSP does not acknowledge Denver Avenue as a freight route, the street is considered a *de facto* “high and wide” route for oversized truck loads. This designation restricts streetscape elements (e.g., raised medians) that could interfere with high and wide travel along the corridor.

### Right-of-Way

The public right-of-way on Denver Avenue between Watts Street and McClellan Street is 80' wide, and includes interesting building facades, some street trees, and minor streetscape improvements (e.g., curb extensions, covered bus shelters, and some bicycle racks). Denver Avenue was once a streetcar corridor (hence its generous width) and may still have track remnants buried under the asphalt paving. The existing cross-section includes two 10' sidewalks, parallel parking on both sides of the street, 5' bicycle lanes, two travel lanes, and a continuous center turn lane. The public right-of-way north of McClellan varies as the street approaches Interstate Avenue; it increases to accommodate a bend in the roadway, a gateway plaza, and turn lanes onto Interstate.

### Parking and Loading

Signage is used to designate 30-minute, one- and two-hour zones for on-street parking; signs are also used to designate loading zones. Many delivery vehicles park illegally in the center turn lane and load from there for convenience.

### Pedestrian Conditions

Pedestrian conditions along Denver Avenue vary. Street trees were planted inconsistently along the corridor or removed and never replaced; most of them are on the west side of the street. The trees, large red maples, while attractive, have created problems in the business district. Their dense foliage often blocks business signage and creates seasonal flooding problems when leaves clog storm drains. Their roots also damage sidewalks as they bulge. Aside from isolated sections of heaving and cracking, overall sidewalk condition is generally good. Most intersections were updated in the last five years to provide ADA-compliant curb cuts and curb extensions; new development along Denver Avenue has improved some sections of the corridor. Marked crosswalks currently exist at the Denver/Interstate, Denver/McClellan, Denver/Kilpatrick and Denver/Watts intersections. There is no pedestrian-scale lighting in the district, which contributes to the perception that the area is unsafe, especially at night. Other amenities, such as trash cans and benches, are limited.



Denver Avenue (looking north from Schofield)



Denver Avenue (at McClellan)



Denver Avenue (looking north from Schofield)



Denver Avenue (looking south from McClellan)

# HISTORIC COMMERCIAL DISTRICT

## Kenton's Origins

Kenton's origins date back to the early 1900s, when it was a company town for the Swift Meatpacking Company. At the time, Portland was the principal livestock market in the Northwest, and Kenton was home to the city's main stockyards. The Kenton Hotel opened in 1909, and most of the buildings within Kenton's Downtown were constructed during the next twenty years. Denver Avenue, the district's Main Street, boasted a streetcar line. Kenton's core remained a vital commercial area into the 1950s, when suburbanization, increased mobility via the auto, and changes in the meat industry led to a period of decline.

## Historic District

Downtown Kenton is a National Register Historic Commercial District. The majority of structures within the District are commercial buildings recalling the Streetcar Era of the early twentieth century. The district has 16 "contributing buildings" that represent its period of significance - 1909 to 1949. One of the buildings, the Kenton Hotel, is individually listed in the National Register of Historic Places. Because of Kenton's status as an Historic District, building projects within the District are subject to review by the Portland Historic Landmarks Commission (PHLC), which works to ensure that the integrity and historic character of the District are kept intact. For right-of-way projects, including the Denver Avenue Streetscape Plan, the PHLC acts largely in an advisory role, but does make determination about the use of non-standard items such as specialty paving and unique furnishings or fixtures.



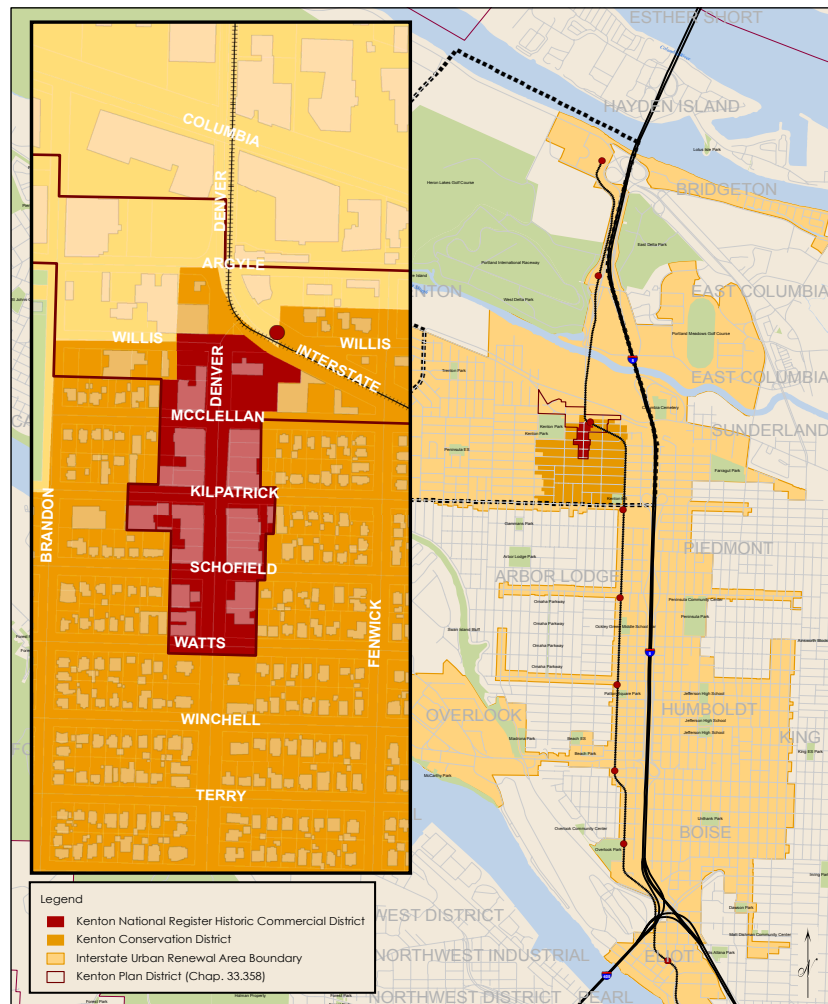
Denver Avenue, looking north from Schofield, c. 1926



Kilpatrick and Denver, looking west, c. 1925



Kenton Firehouse



Kenton National Register Historic Commercial District Overlay Context Map

Kenton National Register Historic Commercial District and Context Maps

## GOALS AND EVALUATION CRITERIA

The following Goals and Evaluation Criteria were established by the project's CAC, with input from the Project Team, Technical Advisory Committee, and the general public (via a Design Workshop held in December 2006).

**Streetscape Users:** *Who do we envision as the users of Denver Avenue and the proposed streetscape?*

- Area residents
- Kids
- Seniors
- Disabled
- Transit riders
- Bicyclists
- Businesses (for their customers and suppliers)
- Shoppers / business customers
  - Who may arrive by walking, driving, biking, or riding transit
  - From the local neighborhood
  - From the surrounding city
- Restaurant-goers
- Pass-through traffic
- Community event attendees

These are the users for whom we are designing the Denver Avenue streetscape. When evaluating streetscape designs in terms of the Goals and Criteria (below), we also should consider those designs in terms of these specific user groups.

### Goals & Criteria

Denver Avenue should feel and be **safe** for all users.

- *Does the street feel safe at all hours?*
- *Is there sufficient lighting at the right scale for both pedestrians and drivers?*
- *Are the crossings (of Denver and side streets) safe for all users?*
- *Are motor vehicles encouraged or required to travel at speeds that are comfortable for pedestrians and bicyclists?*

Denver Avenue should be a **bike- and pedestrian-friendly** environment.

- *Are the sidewalks sufficient to be comfortable for a range of pedestrian volumes?*
- *Are there small-scale community gathering spaces?*
- *Are there places for pedestrians to stop and rest?*

The Denver Avenue streetscape should promote the **unique identity** of the neighborhood and of the commercial district.

- *Does the streetscape contain unifying and cohesive elements?*
- *Can it help build a sense of community among businesses, and between businesses and residents?*
- *Are there gateway treatments that signify entrance into the commercial district?*

## GOALS AND EVALUATION CRITERIA

Denver Avenue should be an **attractive environment** for residents, business owners, customers, and passersby.

- *Is the street environment too cluttered? Too stark? Does it feel right / well-balanced?*
- *Does the streetscape contain public art?*
- *Does the streetscape harmonize with the area's architecture?*

The **history** of the Kenton neighborhood and the Denver Avenue commercial district should be honored and celebrated.

- *Does the streetscape honor the history of Kenton and the Denver Avenue commercial district?*
- *Does the streetscape help tell the neighborhood's story?*

The Denver Avenue streetscape should be **durable** and **easy to maintain**.

- *Are the streetscape materials / elements well-constructed from durable materials?*
- *Will the various elements of the streetscape be easy to maintain on a routine basis by both City agencies and individual property owners?*

The Denver Avenue streetscape should enhance the **viability** and **vitality of commercial businesses**.

- *Does the streetscape allow for easy access for both customers and vendors?*
- *Does the streetscape help attract new businesses and customers?*
- *Does the streetscape design maintain and/or improve parking conditions?*
- *Does the streetscape provide a supply of, and access to, parking for a variety of users.*

Denver Avenue should be a **green, eco-friendly** place.

- *Can the streetscape design improve stormwater drainage?*
- *Is stormwater visibly managed within the right-of-way?*
- *Do street trees and vegetation add to an overall "green" or "natural" presence along the street?*

The Denver Avenue streetscape should be able to **accommodate changing uses and demands** over time.

- *Does the streetscape allow for community events within the right-of-way?*
- *Can it accommodate many different types of businesses?*

The Denver Avenue streetscape should be constructed **within given budget parameters**.

- *Can the agreed-upon streetscape elements be constructed within the given budget? (Estimate: \$1.8 million (2006 dollars))*



PREFERRED STREETSCAPE CONCEPT AND SCHEMATIC DESIGN



sidewalk	furnishing zone	parking and loading	bike lane	travel lane	travel lane	bike lane	parking and loading	furnishing zone	sidewalk
8'	7'	8'	6'	11'	11'	6'	8'	7'	8'
15'				34'				15'	
pedestrian zone		parking		travel zone			parking	pedestrian zone	

The Wide Sidewalks concept was selected as the Preferred Streetscape Concept by the project’s Citizen Advisory Committee, and was also given clear preference by the general public at the February 2007 Open House.

The Preferred Concept eliminates the existing center turn lane and redistributes that area to create a more pedestrian and bike-friendly street. The overall sidewalk dimension increases from 10’ to 15’ wide, providing space to greatly enhance the pedestrian realm. Under this design, bike lanes are increased to a width of 6’. With curb extensions at most intersections, the average crossing distance is reduced by 10’, to 34’ from its current 44’, thereby enhancing pedestrian safety at crossings while helping to visually narrow the street.

Stormwater planters are included within the furnishing zone to both manage on-site stormwater and add a ‘green’ feature to help beautify the street. The Preferred Concept envisions the addition of other attractive amenities, including pedestrian-scale lighting, new street trees, specialty paving in selected areas, benches, additional bike racks, and public art.

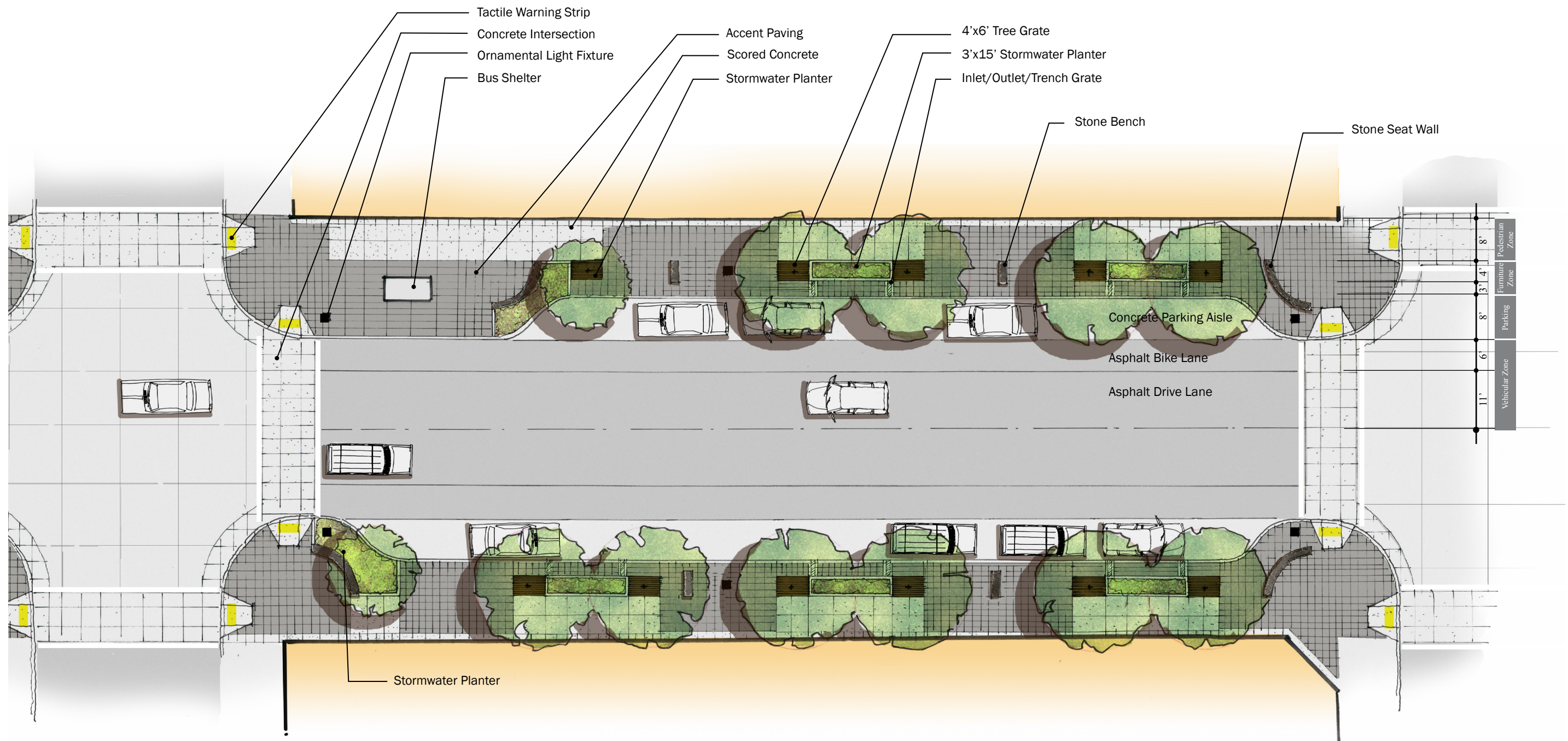
Key Streetscape Features
11’ Asphalt Travel Lanes
6’ Bicycle Lanes
8’ Concrete Parking Aisles
15’ Sidewalks
Concrete Intersections and Crosswalks
Concrete Sidewalks with Pavers in Furnishing Zone
Stormwater Planters
New Street Trees
Pedestrian-Scale Lighting (three per block face)
New Benches
New Bicycle Racks
Public Art
Optional Amenities, such as Trash Cans and Banners

The following pages include a plan-view drawing of the Preferred Concept, detailed Schematic Design drawings (divided by block), and recommendations for the district’s north and south gateways. The Schematic Design adapts the Preferred Concept to the existing conditions of N Denver Avenue. In laying out streetscape elements in the schematic process, current business and property owners were consulted, and accommodations were made for existing driveways, loading patterns, and outdoor cafe seating. (Notes regarding these adjustments are included on the Schematic Design drawings. It is hoped that this higher-level of schematic design detail, as well as the descriptions of specific design (included in subsequent pages) will assist PDOT with final design and engineering.

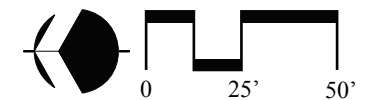




PREFERRED CONCEPT DESIGN

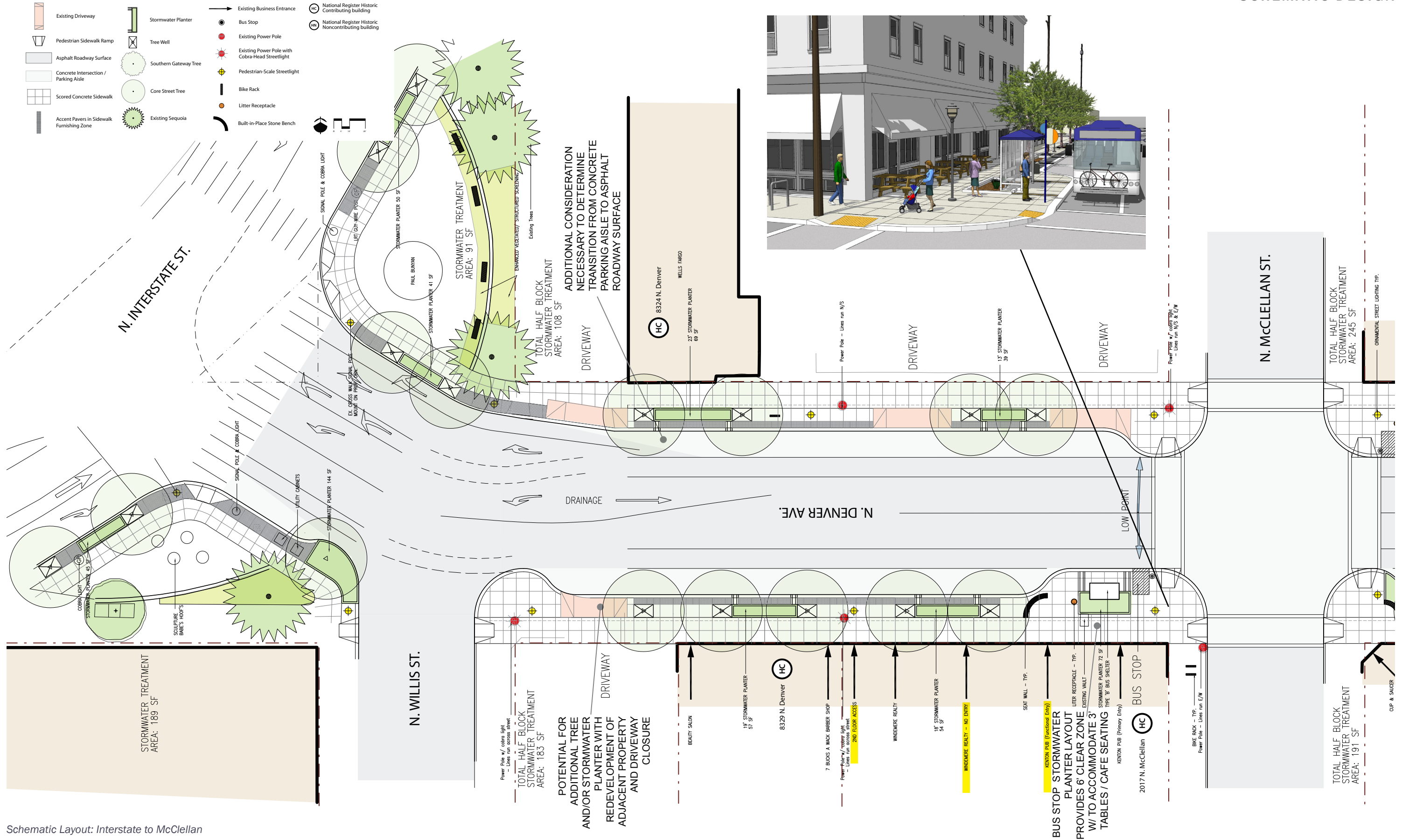


Shown here is a typical block for the Preferred Concept Plan. As such, it illustrates the agreed-upon concept for the cross-section dimensions and streetscape features for N Denver Avenue. During Schematic Design, this concept was further refined and adapted to meet the existing conditions on Denver, as indicated on the following pages.



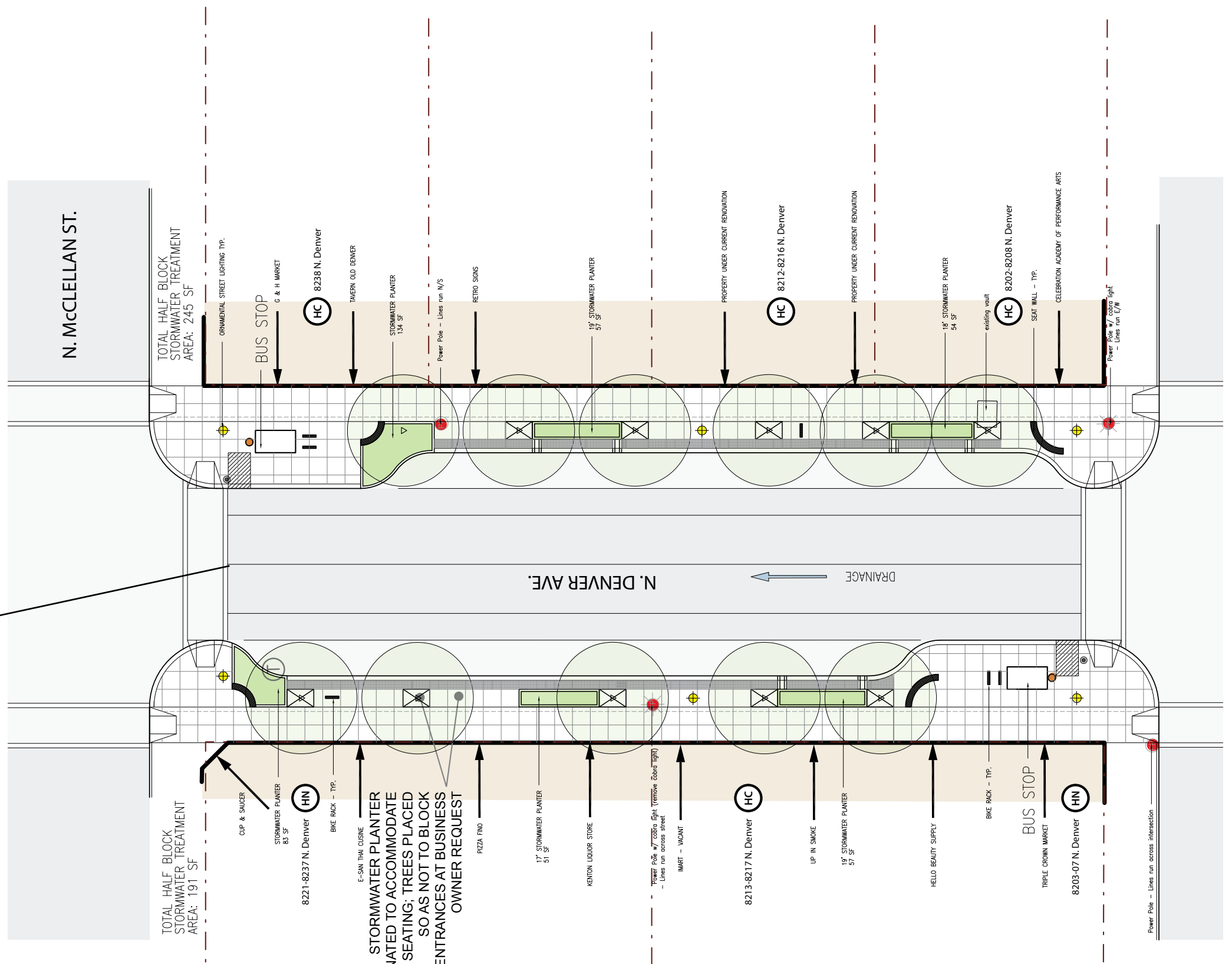
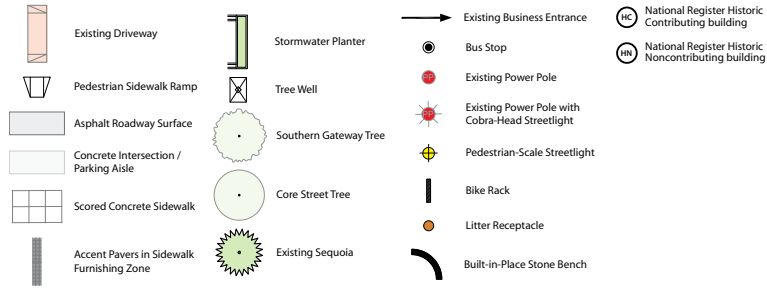


SCHEMATIC DESIGN



Schematic Layout: Interstate to McClellan

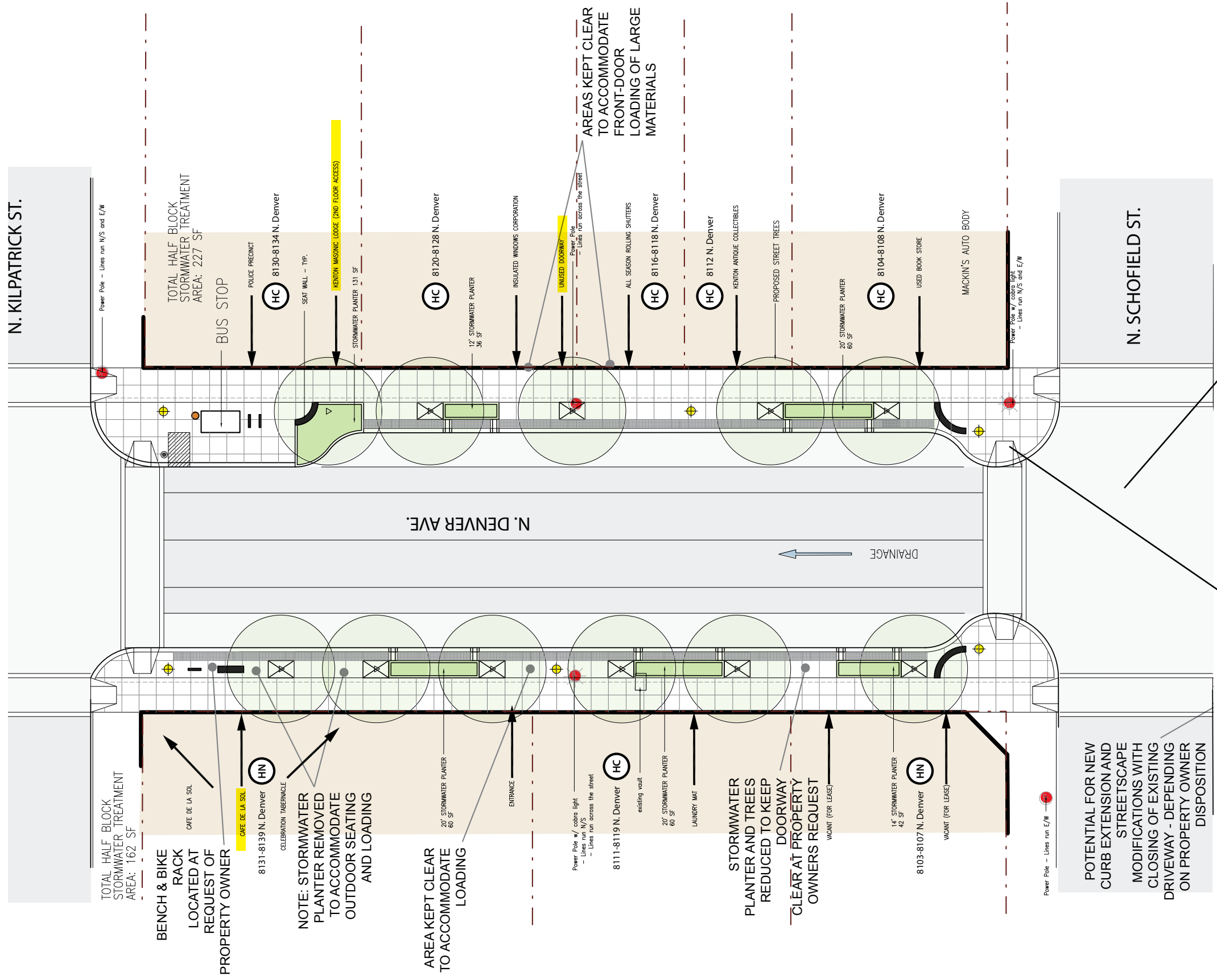
SCHEMATIC DESIGN



Schematic Layout: McClellan to Kilpatrick
























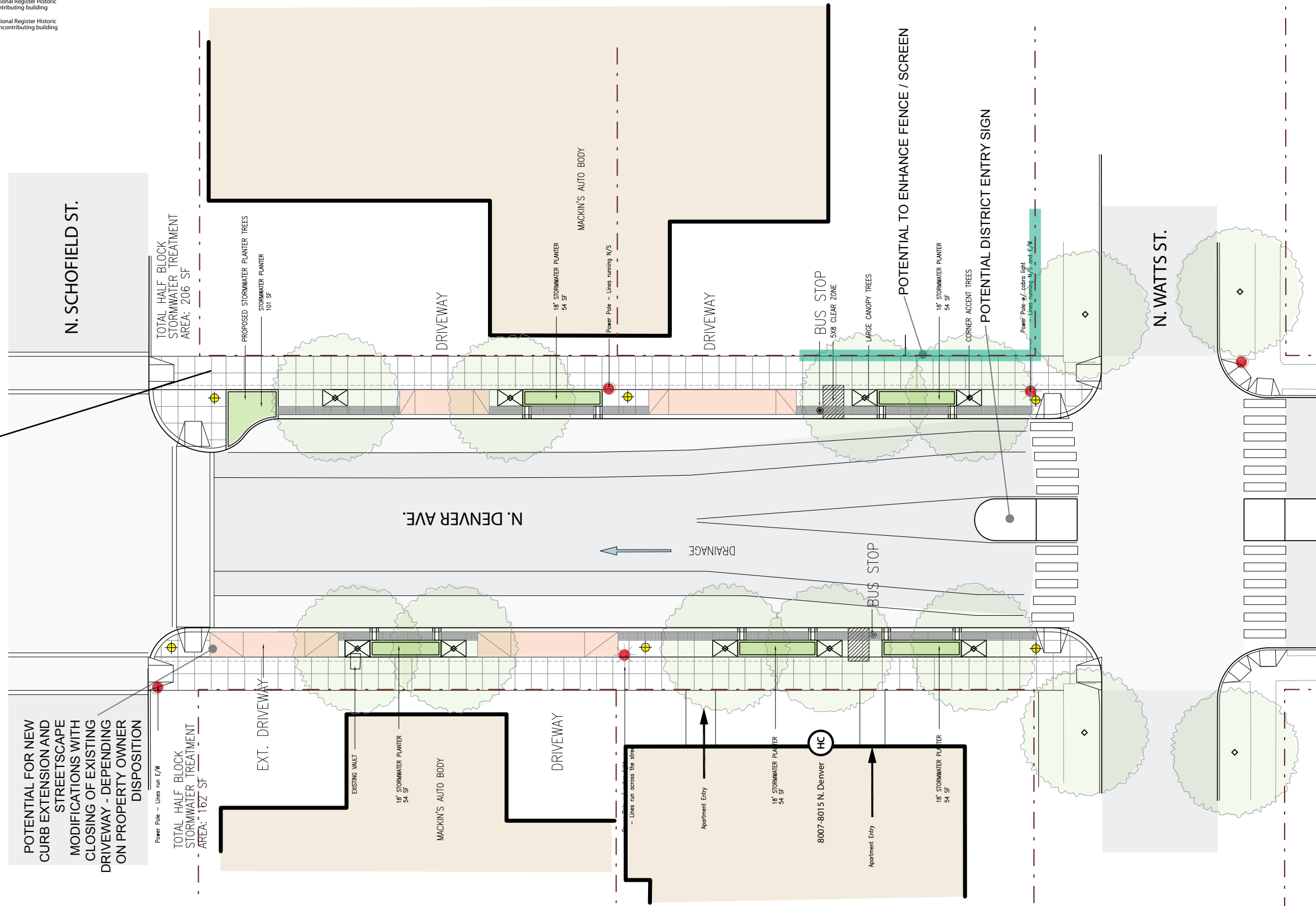
**SCHEMATIC DESIGN**



Schematic Layout: Kilpatrick to Schofield

SCHEMATIC DESIGN

-  Existing Driveway
-  Pedestrian Sidewalk Ramp
-  Asphalt Roadway Surface
-  Concrete Intersection / Parking Aisle
-  Scored Concrete Sidewalk
-  Accent Pavers in Sidewalk Furnishing Zone
-  Stormwater Planter
-  Tree Well
-  Southern Gateway Tree
-  Core Street Tree
-  Existing Sequoia
-  Existing Business Entrance
-  Bus Stop
-  Existing Power Pole
-  Existing Power Pole with Cobra-Head Streetlight
-  Pedestrian-Scale Streetlight
-  Bike Rack
-  Litter Receptacle
-  Built-in-Place Stone Bench
-  National Register Historic Contributing building
-  National Register Historic Noncontributing building



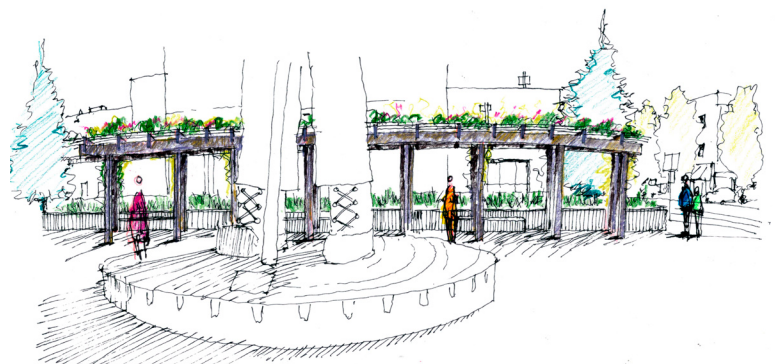
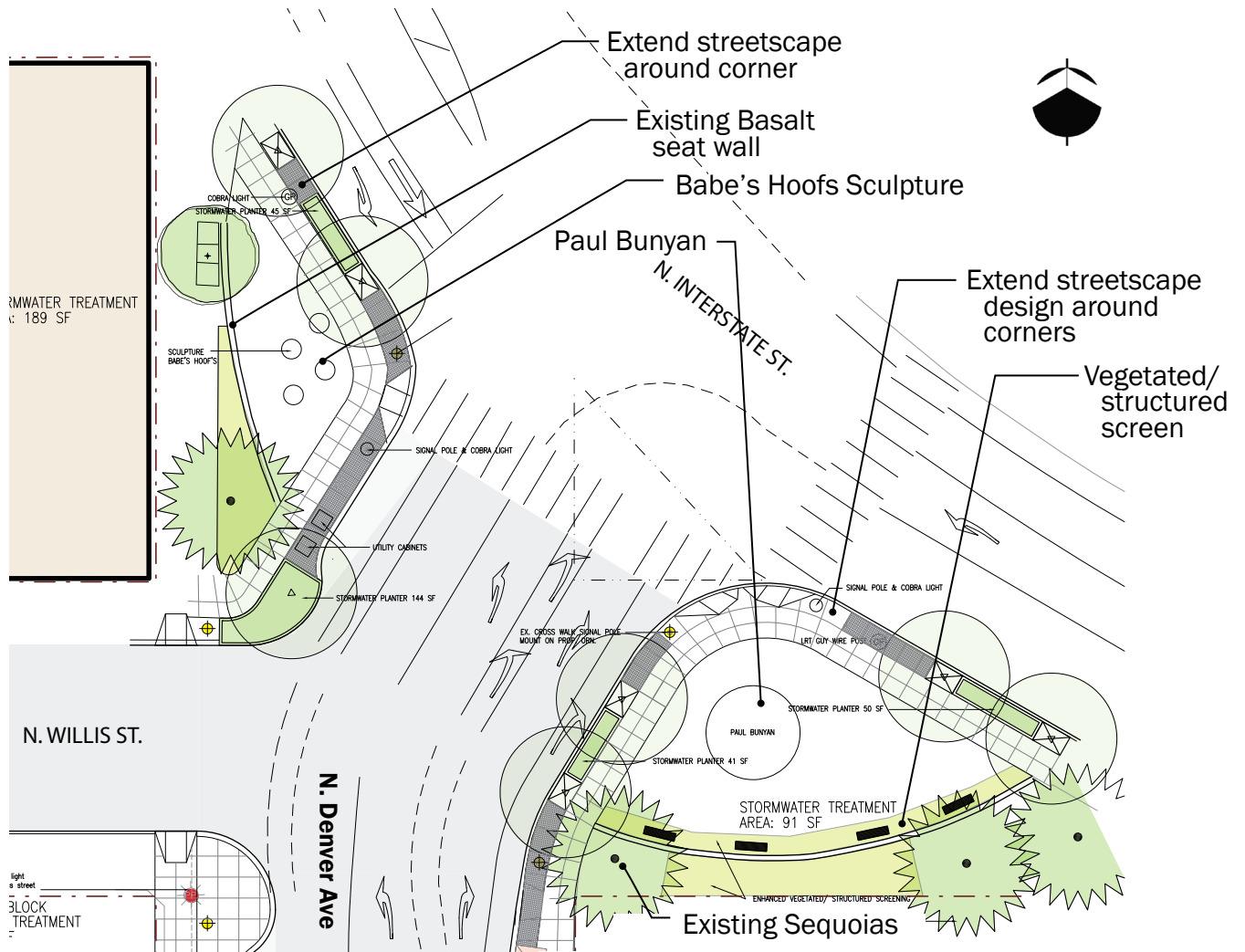
Schematic Layout: Schofield to Watts



# GATEWAY ENHANCEMENTS

## North Gateway (Denver at Interstate / Willis)

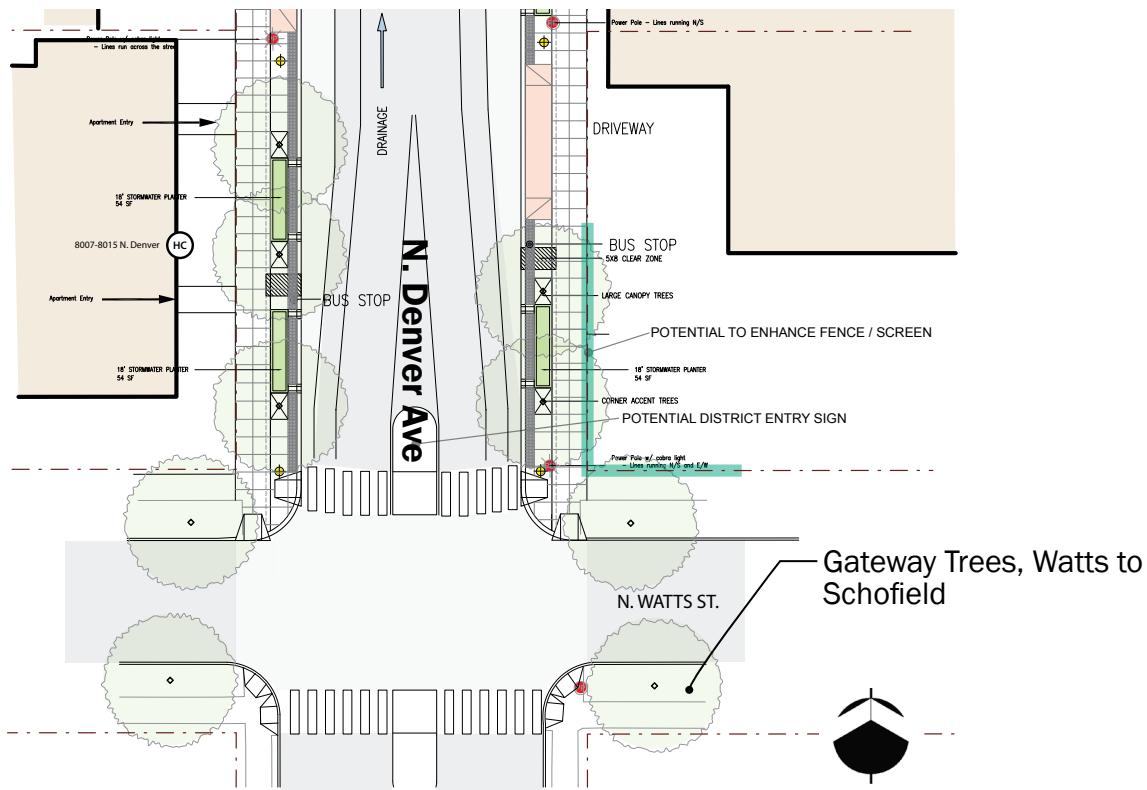
The Paul Bunyan statue is such a strong presence that it is very difficult to place more art that is compatible in this visually complicated environment. The best option is to strengthen the gateway through landscape, adding trees or vegetation to create a full green arc or screen around Paul Bunyan. This 'green arc' could be comprised of a trellis, a vegetated screen or structure, enhanced vegetation, or trees. If this treatment could be added to the west plaza, it would further complete the arc, making a stronger visual entrance to Denver Avenue. Trees or vegetation with seasonal color would add yet another way to draw attention to this gateway.



## GATEWAY ENHANCEMENTS

### South Gateway (Denver from Watts to Schofield)

The southernmost block of the Project Area (from Watts to Schofield) has just two uses - an apartment building (that is set back from the street) and an automobile repair shop (with some surface parking between the buildings and the sidewalk) - which stand in stark contrast to the blocks to the north. (On these northern blocks, most buildings are built right up to the sidewalk, in a more “Main Street” pattern.) The Plan recommends treating the entire southern block from Watts to Schofield as the minor gateway (one that is not meant to compete with the significant statement of Paul Bunyan at Interstate. The recommended treatment for this block is to utilize canopy trees with a different Fall color from those trees to the north. Thus, as described in the Street Trees section, the southern trees will have a red Fall color as opposed to the yellow Fall color of the trees in the core area. There is also the potential for a district entry sign at the southern gateway.



Raywood Ash in Fall

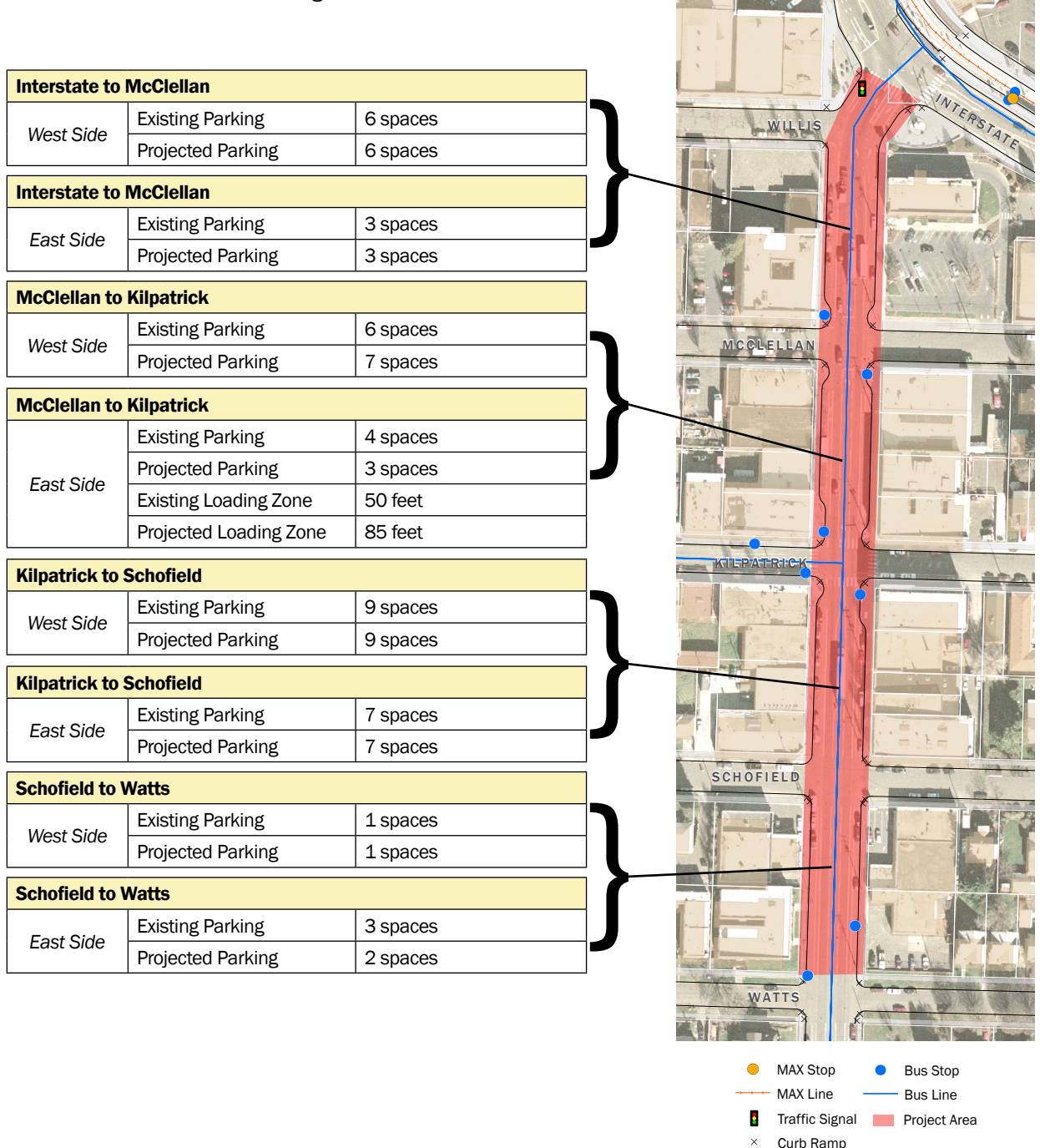


Existing view north at intersection of N Denver and N Watts

**PARKING & LOADING**

**Parking & Loading**

One of the goals of the Plan states, "The Denver Avenue streetscape should enhance the viability and vitality of commercial businesses." Among the evaluation criteria for this goal are those stating that parking conditions in the district should be maintained or improved, and that the streetscape should allow for easy access for a variety of users (including vendors and customers). An assessment of current parking and loading conditions within the Downtown Kenton commercial district and an analysis of the proposed design demonstrate that this goal and these criteria will indeed be met by the design as proposed. Parking generally will be maintained in the district as a whole (although some spaces are shifted between blocks). Further, the Project Team has been coordinating loading zones and procedures with area businesses to ensure that their loading needs will be met with the new design.





## STREETSCAPE ELEMENTS



SW Morrison and 18th (at PGE Park)

### Roadway Surface

The recommendation for the roadway surface of Denver Avenue is to use asphalt for the travel way and concrete in the parking aisles and intersections (including crosswalks). The use of concrete in the parking aisle, while somewhat more expensive, will help to visually narrow the roadway. Also, concrete intersections will help to call out the intersections as key places along the streetscape and bring further attention to the presence of pedestrians in this community-oriented Main Street. While scoring patterns for the intersections will be determined during Final Engineering, it is recommended that the pattern within the crosswalk be strongly differentiated from that in the intersection itself.



Existing stormwater planter at SW 12th and Montgomery

### Stormwater Planters

In an effort to respond to City of Portland stormwater management policy, the Denver Avenue streetscape will feature a series of landscaped infiltration planters to capture and infiltrate stormwater run-off from the roadway and sidewalks.

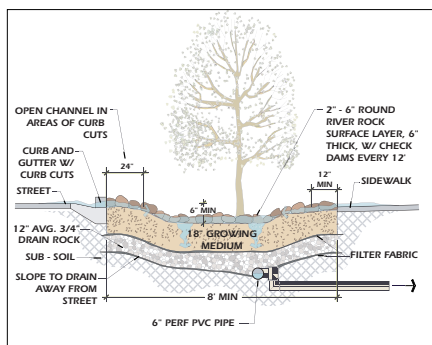
These planters are envisioned as structural, landscaped reservoirs used to collect, filter, and infiltrate stormwater run-off. Water will flow downhill into one end of the planter, where it will allow pollutants to settle and filter out as the water percolates through the planter soil and infiltrates into the ground. If a rain event is intense enough, water will exit through the planter's second curb cut, flow back out into the street and enter the next downstream stormwater planter.

Depending on how intense a particular storm is, run-off will continue its downhill "dance" from planter to planter until all of the stormwater planters are at full capacity. If and when the stormwater planters exceed their carrying capacity, the water exits the last stormwater planter and enters the existing storm sewer system.

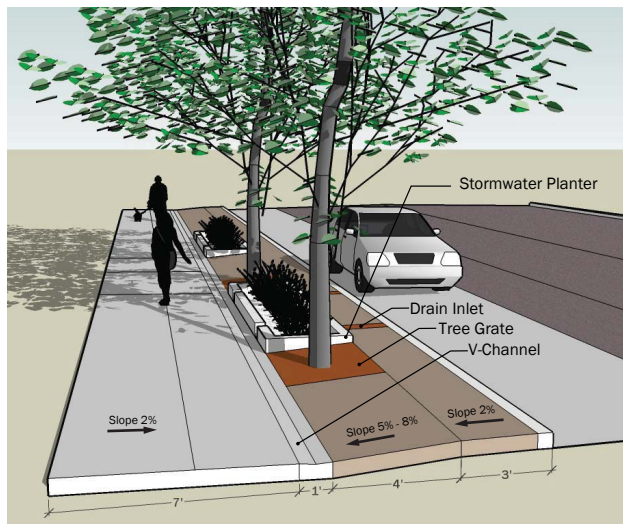


Stormwater Planter inlet (Urban Accessories' Wave Trench Grate)

The planters on Denver Avenue will feature low vegetation that tolerates both drought and inundation; street trees will be planted in their own wells rather than in the planters.



Section view of typical stormwater planter



## STREETSCAPE ELEMENTS

### Sidewalk Paving

The Plan calls for the use of 12-inch concrete curbs, similar to those found on the Portland Mall and in the Lloyd District. These wider curbs (a standard Portland curb is six inches) will be a handsome addition to this historic district, lending a sense of durability and permanence while complementing the rusticated stone of the surrounding buildings.

It is recommended that the pedestrian zone (eight feet from the building face and/or property line) be concrete with a 4'x4' square scoring pattern. This same scored concrete should be used in the curb extensions and bus loading areas, as well as in the 4-foot wide area north-south between the street trees / stormwater planters (see Schematic Design drawings).

It is also recommended that the two-foot area between the curb and the stormwater planters, tree wells, and other street furniture be paved with dark gray concrete unit pavers. A continuous band of these pavers adds a defining feature to the streetscape while complementing the historic context. While a mortar setting for such pavers could further bolster the historic feel, it is advised that the pavers be sand-set to allow for easier maintenance / replacement by individual property owners. The same dark gray pavers should be used in the tree wells as a consistent design element, and that these also be sand-set to mitigate the cost and labor associated with maintenance.

When, during Final Engineering, the actual paver is selected and the installation details are drawn up, careful attention should be paid to the smoothness of the paver surface, the edges of the paver, and the distance between pavers in order to ensure a smooth surface for pedestrians, strollers, and the disabled. (Rough pavers or those with beveled edges, for example, may cause tripping hazards.) Similarly, pavers that are too dark (i.e., black) may cause some difficulties for those citizens with impaired vision.



*Recommended: 12-inch Concrete Curb (Portland Mall)*



*Mutual Materials "Paleo" Concrete Unit Paver (Summit Blend)*



*Continuous band of dark tumbled concrete unit pavers in outer 2' of furnishing zone*



## STREETSCAPE ELEMENTS

### Street Trees



In recent years, there have been persistent complaints from business and property owners about the current street trees in Downtown Kenton. These trees are red maples, dense columnar trees that, in some cases, block signage and/or historic facades. While many in the district appreciate the maples' striking Fall color, the broad leaves (which tend to drop 'all at once' within a fairly tight time period) cause some backup of the storm sewer. Tree placement currently is somewhat inconsistent along Denver, with some areas devoid of trees altogether.

Because the sidewalks will be significantly widened as part of this project, the existing trees will have to be removed and new ones will be planted a few feet further away from the building faces. This sidewalk widening presents an opportunity to plant new trees that better meet the needs of the district. The following criteria were established by the Project Team and the TAC, with input from the CAC and general public, to guide the selection of new street trees along N Denver.

- Select trees to meet City standard of maximum 40' height to avoid interference with overhead utility lines
- Select trees with maximum 35' width to work with pedestrian-scale lighting (i.e. ensure that trees do not block light)
- Select trees with non-invasive roots to minimize impacts to tree well paving and sidewalks
- Avoid tree species that cause excessive litter
- Select trees to provide color and contribute to neighborhood identity
- Select 'business-friendly' trees with airy leaf/branch patterns

Schofield to Interstate



RECOMMENDED

**IMPERIAL HONEY LOCUST  
 (GLEDITSIA TRIACANTHOS  
 'IMPCOLE')**

Dimensions: H 35', W 35'  
 Shape: Rounded  
 Foliage: Fine textured, medium green, 3/4"-1" long  
 Fall Color: Yellow



2nd Choice / Alternative

Dimensions: H 45', W 30'  
 Shape: Pyramidal to oval  
 Foliage: Medium green, 1-4"  
 Fall Color: Bright Yellow  
 Gender: Male

**GINKGO TREE  
 (GINKGO BILOBA)**

3rd Choice / Alternative

Dimensions: H 45', W 25'  
 Shape: Upright branches, narrow oval  
 Foliage: Medium green, seedless  
 Fall Color: Yellow

**SUMMIT ASH  
 (FRAXINUS  
 PENNSYLVANICA 'SUMMIT')**

**STREETSCAPE ELEMENTS**

A palette of trees was selected with approval by the City Forester. Specific trees were then picked and ranked by the CAC, with vetting by the general public. For the core area (Schofield to Watts), a Honey Locust is recommended, with Ginkgo Biloba and Summit Ash as backup choices. These three species have a yellow Fall color, which will add seasonal definition for the core area. The recommended trees for the South Gateway (Watts to Schofield) all have red Fall color, and will lend seasonal definition to the gateway, as well as seasonal contrast with the blocks to the north. The recommended tree for the South Gateway is the Raywood Ash, with Green Vase Zelkova and Black Tupelo as back up choices. All of these trees meet the above criteria. It is understood that final tree selection will be subject to cost and availability at the time of construction.

**Watts to Schofield**

**RECOMMENDED**




**RAYWOOD ASH**  
**(FRAXINUS OXYCARPA 'RAYWOOD')**



Dimensions: H 45', W 30'  
 Shape: Oval  
 Foliage: Narrow green leaflets, delicate lacy appearance  
 Fall Color: Reddish Purple

**2nd Choice / Alternative**

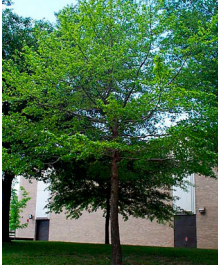
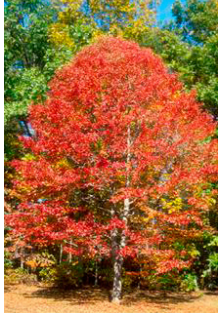



**GREEN VASE ZELKOVA**  
**(ZELKOVA SERRATA 'GREEN VASE')**




Dimensions: H 45', W 25'  
 Shape: Vase, upright arching branches  
 Foliage: Green, 2-3"  
 Fall Color: Orange

**3rd Choice / Alternative**

**BLACK TUPELO**  
**(NYSSA SYLVATICA)**



Dimensions: H 35', W 20'  
 Shape: Pyramidal when young, spreading with age  
 Foliage: dark glossy green, 2-5" long  
 Fall Color: Coppery Red



## STREETSCAPE ELEMENTS



*Recommended: Lumec ZED Zenith Z15  
Light Fixture*

### Street Lights

Denver Avenue is currently lit by cobra-head street lights spaced three per block in a pattern that alternates from one side of the street to the other. These cobra-head fixtures are mounted on utility poles. While some adjustments may be made to utility pole location as part of this project, the cobra-heads will be maintained in their current approximate pattern.

In addition to the cobra-heads, the Denver Avenue Streetscape Plan recommends the installation of six pedestrian-scale street lights per block (three per side).

This pattern will illuminate much of the sidewalk area and contribute to overall pedestrian comfort and a perception of safety during evening hours.

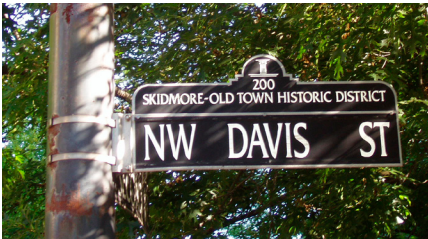


*Alternative: Lumec ZED Nostalgia Z40G  
Light Fixture*

The City of Portland has specific standards light fixtures for use on City projects. From these fixtures, the CAC and general public recommended the use of a black Lumec ZED Zenith Z15 as the preferred pedestrian-scale light. If the Zenith is unavailable at the time of construction, every effort should be made to secure a similar fixture that is permissible by the City. Alternatively, a black ZED Nostalgia Z40G should be used. The light fixtures should be mounted on black poles.

### Street Signs

The Plan recommends the use of black street signs with white lettering rather than the standard white-on-green. It is felt that these signs will work well with the other black fixtures recommended in the plan, and that they will be appropriate for an Historic District. (White-on-black street signs are currently utilized in the Skidmore-Old Town Historic District.)



*White-on-Black Street Sign with Historic  
District Sign Cap (Old Town)*

## STREETSCAPE ELEMENTS

### Benches

One of the recommended features of the Streetscape Plan is a built-in-place stone bench that could be constructed at select corners throughout the project area. These curved stone seating walls would be defining features of the streetscape and would lend a sense of rugged permanence appropriate to this historic district.

While detailed designs have not yet been prepared for these benches, inspiration can be gained from the existing seating walls at the Paul Bunyan plaza and “Hoofs” plaza (across the street) at the project’s northern gateway (Denver / Interstate). These existing walls are made of rough-hewn basalt that complement some of the existing, nearby historic structures. Importantly, their rough edges also discourage skateboarding - an important consideration in terms of maintenance. (The curved design of the proposed benches, as well as their position relative to intersections and other streetscape elements, also will help discourage skateboarding.)

Where possible, it is recommended that these stone benches be integrated with stormwater planters (and preferred locations have been indicated on the Schematic Design drawings.)

In addition to these stone benches, the Schematic Design drawings indicate several other locations for metal, pre-fabricated benches. It is recommended that these metal benches be black, complement the historic district, and be backless so as to allow seating from either side. (The CAC’s preferred bench, as well as an alternative, are pictured to the right.)

Current policy (driven primarily by budget constraints) does not allow for continued maintenance of benches by the City’s Bureau of Maintenance following installation. Should damage occur to these benches, responsibility for repairs would fall to the local community. Generally, a maintenance agreement (with a community group, property owner, business group, etc.) should be in place prior to installation. Otherwise, should a bench be damaged, it will be removed by the City



*Recommended: Maglin Site Furniture Inc. MLB 300M*



*Alternative: Victor Stanley CR 14 CITY SERIES*



*Built-in-Place Stone Bench*



*Existing seating wall at the “Hoofs” plaza (Denver / Interstate)*

## STREETSCAPE ELEMENTS



*Palmer Group Welle Flat Top Bike Rack*

### Bicycle Racks

While there is some short-term bike parking currently along Denver Avenue, it is recommended that the overall supply be increased as part of this project. New bike racks should be a simple staple design in black. Placement of bike racks should be coordinated with business owners in order to best accommodate outdoor cafe seating and/or loading.

### Water Fountain(s)

The Plan recommends that one, possibly two, water fountains be included in the project. The CAC and Open House attendees have expressed a preference for the traditional Benson Bubbler found in the Central City. It has also been suggested that these drinking fountains be accompanied by a low “dog fountain,” and that all fountains have valves so as to conserve water. While current rules may not allow for installation of actual Benson Bubblers outside of Downtown, a drinking fountain has been designed recently by the Portland Water Bureau that appears to meet the CAC’s recommendations for an historic look, water conservation, and pet access.



*Benson Bubbler*

### Trash Receptacles

The Plan recommends establishing trash receptacles at several points along the street. These trash containers should be black metal, and should be of a similar vocabulary as the metal benches. (Images of the CAC’s preferred trash can and alternative selection are below.) It is further recommended that the selected trash receptacle also have a cover or rain lid. Because the City does not provide trash pick-up service, a third-party agreement must be in place for trash removal prior to installation of the trash receptacles.



*Portland Water Bureau decorative drinking fountain, shown here during installation in the Hazelwood Hydro Park*



*Recommended: Maglin Site Furniture Inc., MLWR 250-32*



*Alternative: Landscapeforms Plainwell*



## STREETSCAPE ELEMENTS

*The following items are amenities that could be added in the future to further enhance the streetscape. These items would not be financed by the project, but rather could be paid for and maintained by a private or non-profit entity, such as local business group, neighborhood association, property owner, or business owner. Each of these items would need to adhere to City standards, and agreements may be needed to ensure their long-term maintenance.*

### Historic District Sign Caps

It also is recommended that the street signs be topped with a black Historic District sign cap announcing the Kenton Commercial Historic District.

### Flower Baskets and Banners

The CAC and other members of the community have suggested that flower baskets and/or banners be hung on the pedestrian light poles following completion of the project. The standard City poles can accommodate these features - with some caveats. Specifically, flower baskets can weigh no more than fifty (50) pounds and banners must be designed in such a way that strong winds hitting the banners will not cause undo strain on the poles. (An example of a recent, successful banner installation on NE Alberta Street is shown here)

### Wayfinding Signage

There was interest expressed by the CAC and general public for better wayfinding signage along Denver Avenue and within Kenton generally. Such signage could be added subsequent to the project.

### Artistic Blade Signs

The majority of business signs in the project area currently are flush with the building face, and as such are better seen by drivers on the roadway than by pedestrians on the sidewalk. As business and property owners invest in commercial storefronts, they may consider the addition of artistic blade signs mounted perpendicular to the building (or angled from a building corner). Such signs are attractive, can add to the historic feel of the street (depending on their design), and are more easily viewed by those walking by.

### Outdoor Cafe Seating

Downtown Kenton is currently home to several restaurants. A few of these restaurants currently have outdoor cafe seating, while others are considering it. The City of Portland requires that, when business owners apply for cafe seating permits, they demonstrate that a minimum 6' clear distance exist between outdoor tables / chairs and other streetscape elements (planters, bike racks, trees, etc.) in order to ensure adequate pedestrian access along the street. As part of the Schematic Design process, the Project Team interviewed restaurant owners, as well as property owners considering possible restaurant tenants, to discuss the possibilities for cafe seating. To the greatest extent possible, the Project Team has attempted to accommodate stated desires for outdoor cafe seating, and these areas have been noted on the Schematic Design Drawings.



Banner on light pole (NE Alberta)



Portland Central City Wayfinding Signage



Artistic Blade Sign (Seattle's Ballard District)



Outdoor cafe seating



## STREETSCAPE ELEMENTS



*Clown and Dog Mechanical Bank, American*



*Fox and Hound Weathervane, Cushing & White, 1869*



*Hunter's Delight, early 20th century, American*



*Dog, Brian Mock*

### Public Art Concepts

In downtown Kenton, the most effective role for art may be to animate life on the street and to reinforce the pedestrian charm of the neighborhood.

The dominant presence of Paul Bunyan should remain as the icon of Kenton; additional artwork can play off of it in a style that could be characterized as "contemporary folk art". Folk toys, mechanical banks, whirligigs and other folk sculpture have a representational, yet whimsical style that captures both the nostalgic past and the vibrant present. The tradition of craftsmanship in folk art resonates with the respect for work and workmanship that reflects the spirit of Kenton.

Downtown Kenton is surrounded by family housing and a large park. Art that engages viewers of all ages would add to the family-friendly tone of the area. Art with touchable elements draw active engagement, and contribute to the experience of being in a "magical place".

The stormwater areas at the corners would make good areas for sculpture. These areas are visible, clearly public, allow viewers to approach, but keep the artwork protected in a landscape zone. Artwork that is literally interactive, attracting touch, would be sited adjacent to the stormwater planters, so the art could be touched without entering the planters.

Commissioning artwork at a pedestrian scale provides an opportunity to engage emerging artists or mature artists who do not usually work in public art, but whose work fits the neighborhood.

Art could be connected thematically to the stormwater planters. For example, a park in the Ballard neighborhood of Seattle contains interactive granite sculptures where children can pour water through holes and channels. Similarly, this project could emphasize the innovative stormwater planters, with a sculpture with water that flows into stormwater planter. The water source could be a vintage-style water fountain, which fits well with the historic character of Kenton.



*Into the Calm, Brad Rude*



*Shilshole Shells, Valerie Otani*

## STREETSCAPE ELEMENTS

### Public Art Recommendations

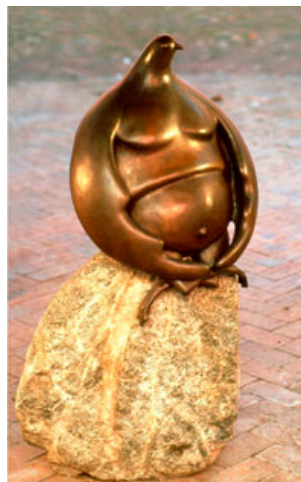
The Plan recommends commissioning or purchasing a pedestrian-scale sculpture to be located on the sidewalk or in a landscaped stormwater planter, and a small-scale sculpture to be located on one of the built-in-place stone benches. These pieces should be in the mode of contemporary folk art (engaging, imaginative and finely crafted).

Recommended / potential locations for the pedestrian-scale pieces include:

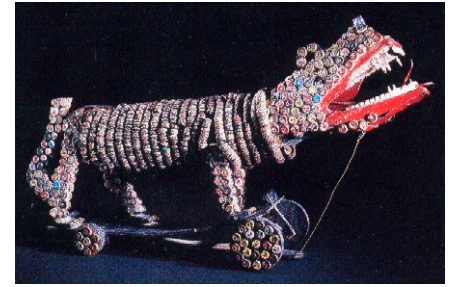
- Kenton Masonic Lodge. Location used for public gatherings. Next to police precinct. Handsome historic building. Can locate in paving or in stormwater planter. East side of street receives afternoon sun.
- Kenton Hotel. Historic building with active restaurant business. Visible from Interstate Avenue, adjacent to bus stop. Locate in paving with possible shortening of seat wall.
- Denver / Kilpatrick, SW Corner. Center of downtown district. Handsome historic building, across from Masonic Lodge and police precinct. Art would replace seat wall adjacent to café area for outdoor seating.
- Denver/McClellan, SW Corner. Chamfered business entry creates more paving space. Active business in a renovated building. Could be placed in stormwater planter area.
- Denver / McClellan, SE Corner. Largest paved area, on east side of street for afternoon sun. Adjacent to bus and landscape planter with seating. Current adjacent uses may be incompatible.
- E Side of Denver, Mid-Block Between Schofield / Kilpatrick. Sidewalk does not have a stormwater planter to accommodate current use, so there might be an open area for future art placement.

Recommended / potential locations for the smaller-scale, seat wall sculptures include:

- Kenton Hotel
- Denver/McClellan, SW Corner.
- Denver / Kilpatrick, SW Corner
- Denver / Kilpatrick, NW Corner
- Denver / Kilpatrick, NE Corner



*Buddha Bird, Wayne Chabre*



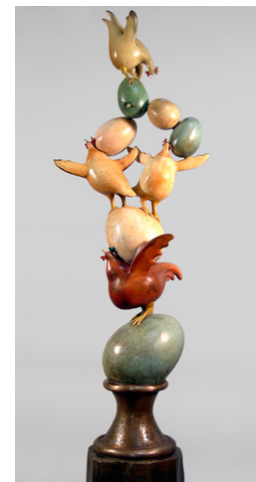
*Bottlecap Lion, artist unknown, c. 1966*



*Do Kamissa, Ronna Neuenschwander*



*Scorpion, Ronna Neuenschwander*



*A Delicate Balance, Wayne Chabre*

## IMPLEMENTATION

### Project Schedule

#### Design:

- Concept Design (Fall 2006 - Spring 2007)
- Schematic Design (Summer - Fall 2007)
- Denver Avenue Streetscape Plan Report (January/February 2008)
- Construction Design & Engineering (Spring - Winter 2008)
- Project Out to Bid (Spring 2009)
- Construction (Summer - Winter 2009)

#### Process & Approvals:

- PDOT Design Review (December 5, 2007)
- Portland Historic Landmarks Commission (December 10, 2007)
- Kenton Neighborhood Association (January 9, 2008)
- Interstate Corridor Urban Renewal Advisory Committee (January 14, 2008)
- Portland Development Commission (February 13, 2008)
- Portland City Council (TBD)

### Project Costs

As part of the Schematic Design development, PDOT prepared a project cost estimate, dated November 6, 2007, in the amount of \$4,008,000. The bureau's level of confidence in the cost estimate is low as it has been calculated prior to engineering design. As such, the estimate carries a substantial contingency. Actual construction costs are estimated at \$1,738,000. As the project proceeds through final design, more refined and detailed estimates will be prepared and the contingency percentage will likely decrease.

### Demonstration Project

An existing goal of many Kenton business and property owners is maximizing the availability of on-street parking for customers while providing adequate space for deliveries. While some business deliveries appear to be made curbside, the center turn lane is often utilized by larger trucks, some of which deliver to several businesses in the Kenton Business District. This situation is an existing operations issue as center lane loading between two active travel lanes raises safety concerns and is not a legal use of the street. The N Denver Streetscape plan calls for the elimination of the center turn lane, which will move all loading activities closer to the curb. During development of the streetscape plan, community members and staff proposed a demonstration project to allow business and property owners to test curbside loading in advance of project construction.

The first phase of the demonstration project will involve lengthening the existing loading zone on the east side of N Denver Avenue between N McClellan and N Kilpatrick Streets by removing one parking space at the south end of the block. Delivery drivers will then be able to more readily pull in and pull out of the loading zone without maneuvering around a single parked car. The loss of this single space is projected to be temporary, as schematic design shows a parking space will be added to the west side of N Denver between McClellan and Kilpatrick with project construction. The second phase of the demonstration project consists of removing the center turn lane markings and re-striping the center of N Denver with two narrower double lines and cross-hatching to prevent center vehicle parking. Through the demonstration project (slated to begin in Spring 2008), City staff hope to work with business owners and their delivery vehicles to adjust loading zones and parking signage as needed to make curbside loading successful in advance of project construction.





**APPENDIX**

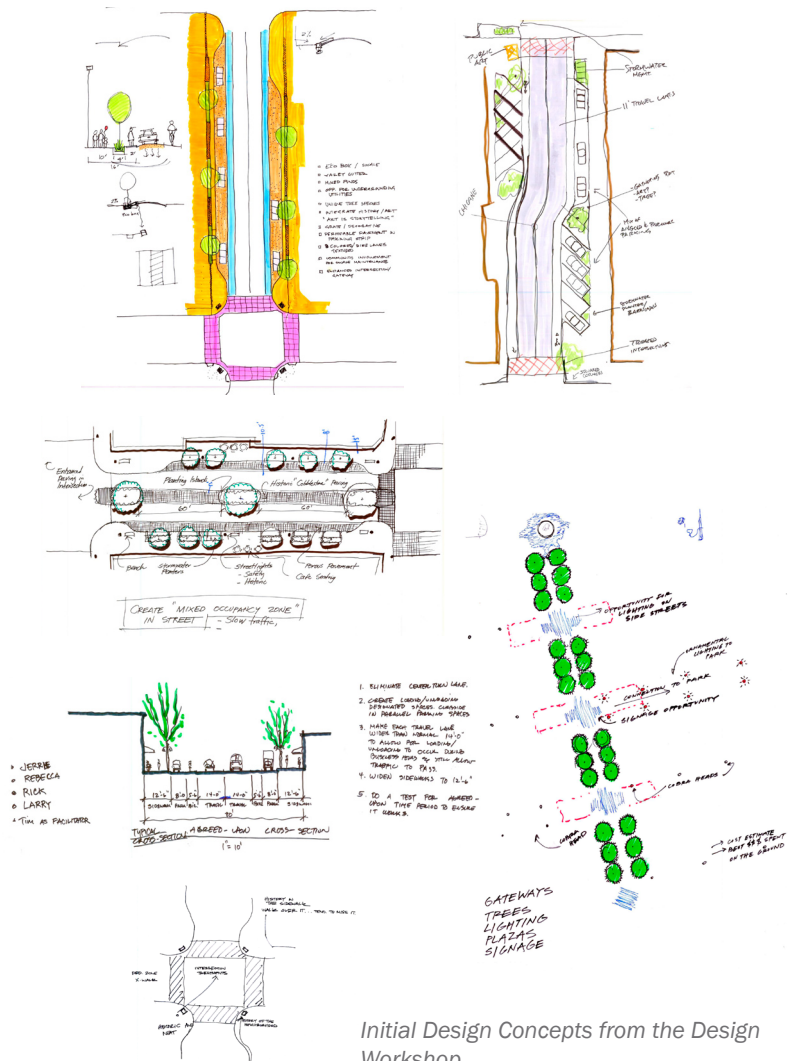
## APPENDIX: CONCEPT DESIGN PROCESS

### Initial Concepts

During the Design Workshop (December 2006), three concepts emerged for the Denver Avenue Streetscape: Wide Sidewalks, Chicane, and Median. These three concepts were further developed during the Concept Design Phase, and were scrutinized by the Project's CAC and TAC, as well as by the general public at an Open House in February 2007. Each concept:

- significantly reduced the curb-to-curb (and therefore crossing) distance;
- enhanced the pedestrian realm;
- accommodated bus stopping and turning movements;
- approximately maintained existing parking supply;
- accommodated loading functions;
- accommodated over-dimensional (high and wide) trucks.

Descriptions and brief evaluations of these three concepts follow. Streetscape Concept #1: Wide Sidewalks was ultimately chosen as the Preferred Streetscape Concept.



Initial Design Concepts from the Design Workshop

APPENDIX: CONCEPT DESIGN PROCESS

**Streetscape Concept #1: Wide Sidewalks**

The Wide Sidewalks option widens the sidewalks on either side of Denver Avenue to 15', while increasing bike lanes to 6'.



sidewalk	furnishing zone	parking and loading	bike lane	travel lane	travel lane	bike lane	parking and loading	furnishing zone	sidewalk
8'	7'	8'	6'	11'	11'	6'	8'	7'	8'
15'				34'				15'	
pedestrian zone		parking		travel zone			parking	pedestrian zone	

**Pros:**

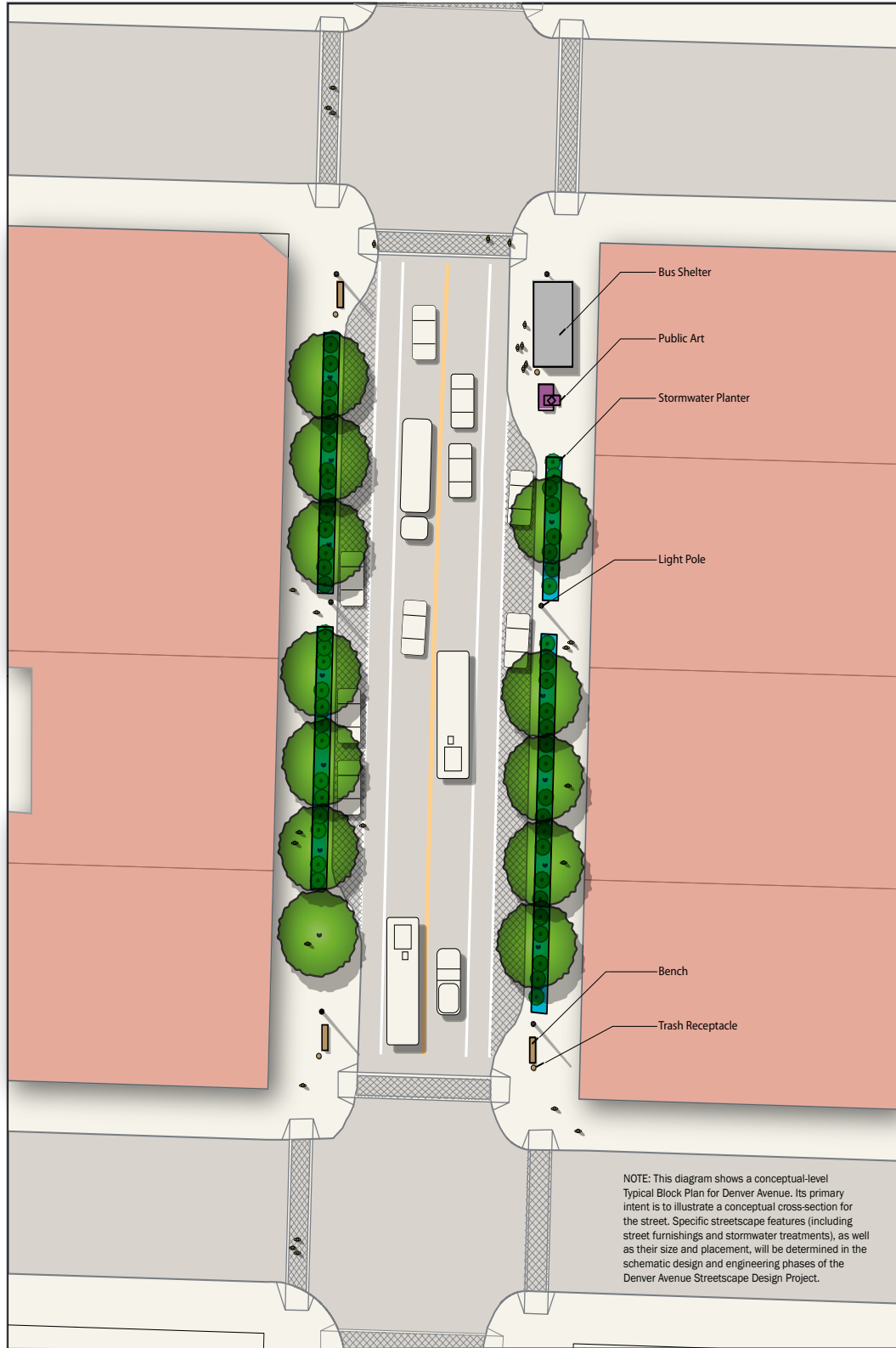
- Straightforward design
- Projected to be the least expensive of three alternatives
- Use of different texture and/or material in the parking lanes can add visual interest
- Existing center turn lane would be divided out among different modes
- Spacious sidewalks throughout (minimum 15'); very wide at curb extensions
- Generous bike lane (6')
- Flexibility for a variety of businesses' parking & loading needs; wide roadway helps accommodate peak-hour loading

**Cons:**

- Curb-to-curb distance will be 50' wide (at mid-block); depending on final materials selection, this could continue to feel wide.
- Speeding may continue to be a concern



APPENDIX: CONCEPT DESIGN PROCESS



sidewalk	planting zone	parking and loading	bike lane	transit lane	transit lane	bike lane	parking and loading	planting zone	sidewalk
8'	7'	8'	6'	11'	11'	6'	8'	7'	8'
parking zone		parking	transit zone		parking	parking zone		parking zone	
15'			34'			15'			

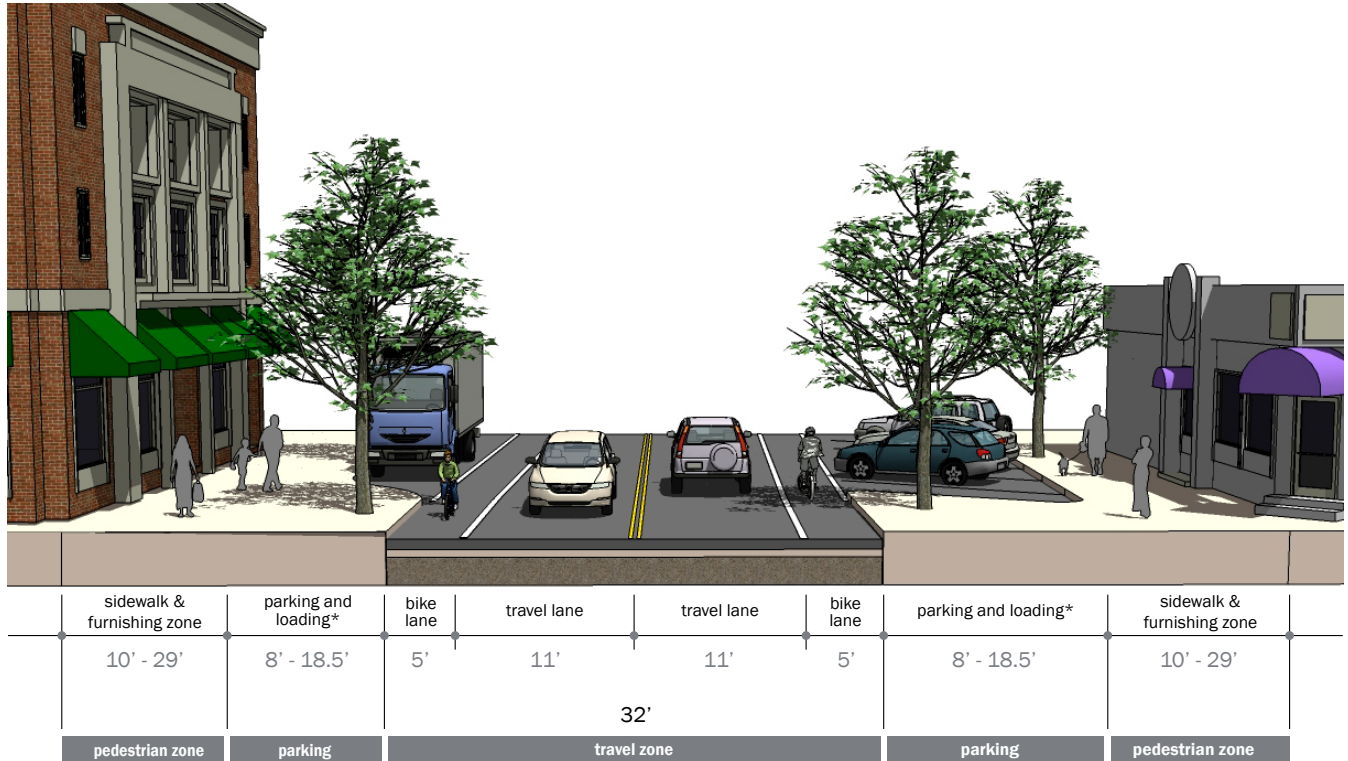
base data source: Metro RLUS, City of Portland  
 10 Feet

Streetscape Concept #1: Wide Sidewalks

APPENDIX: CONCEPT DESIGN PROCESS

**Streetscape Concept #2: Chicane**

The Chicane alternative suggests a gentle S-curve for the travel way on each block. The resulting cross-section would allow for a mix of angled and parallel parking, narrow crossing distances, and unique opportunity areas along the sidewalk and at curb extensions. Sidewalk widths would be variable, and bike lanes would be 5' wide. No prototype for this design exists within the City of Portland.



\*combination of back-in angle parking and parallel parking

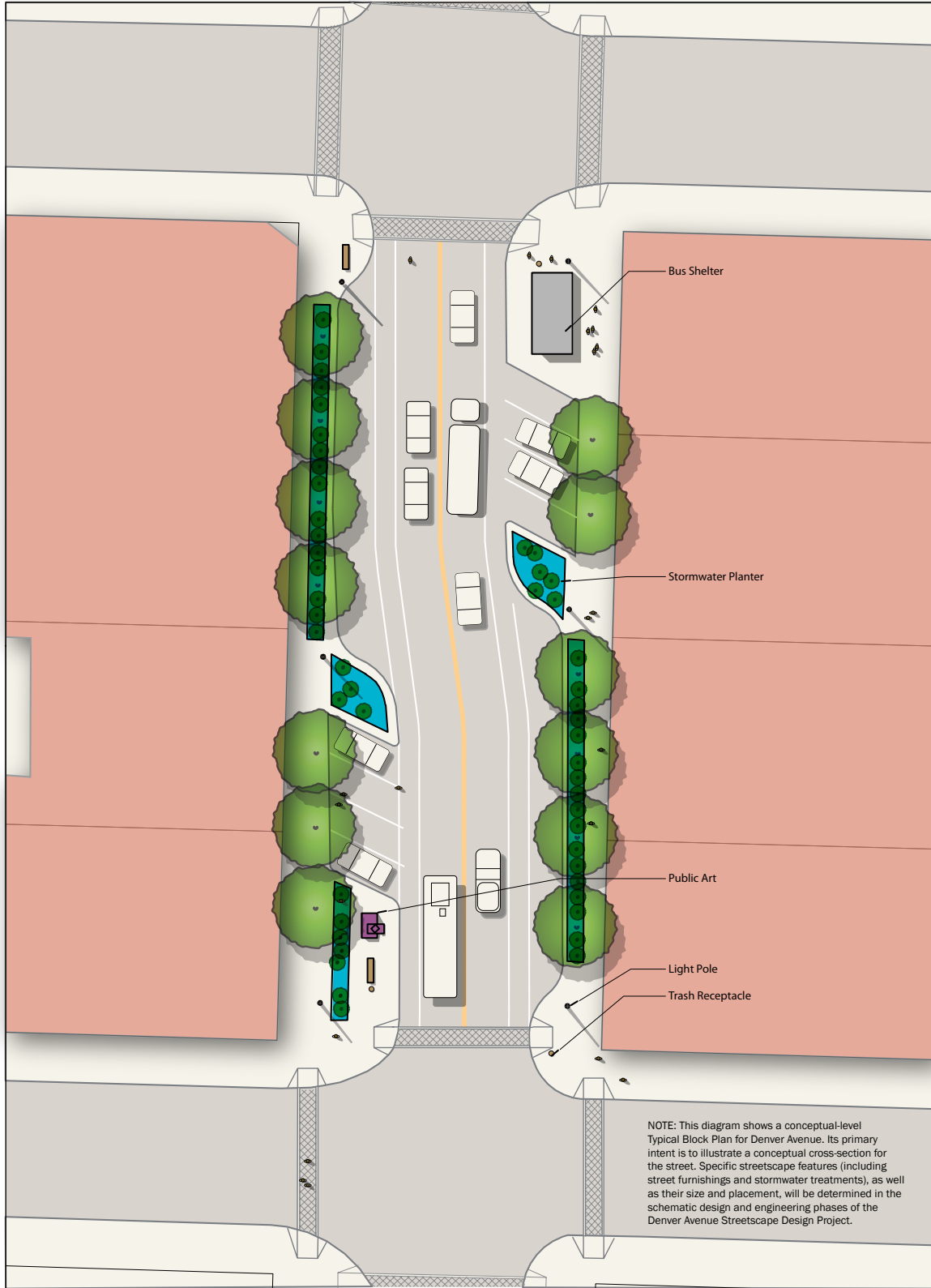
**Pros:**

- Unique / distinctive design
- Special opportunity areas at mid-block and curb extensions (for art, historic, seating, stormwater)
- Modest traffic calming
- Smallest pedestrian crossing distance (32' at crosswalk)

**Cons:**

- Complicated design
- Projected to be the most expensive of three alternatives
- Sidewalks are generally narrow, remaining 10' wide along much of Denver Avenue
- Depending on design & programming, 24' curb extensions could feel excessive
- Design may do more to create gathering spaces than facilitate pedestrian movement
- Back-in angled parking may negatively impact pedestrians (exhaust) and may require private maintenance (trash, debris) where City maintenance vehicles are unable to reach
- Raises question about driveway access for existing properties
- Non-traditional design may have difficulty in Historic Landmarks Commission review
- Peak-hour truck loading may be more difficult to accommodate with this design

APPENDIX: CONCEPT DESIGN PROCESS

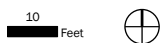


NOTE: This diagram shows a conceptual-level Typical Block Plan for Denver Avenue. Its primary intent is to illustrate a conceptual cross-section for the street. Specific streetscape features (including street furnishings and stormwater treatments), as well as their size and placement, will be determined in the schematic design and engineering phases of the Denver Avenue Streetscape Design Project.



sidewalk & planting area	parking and loading*	bike lane	travel lane	travel lane	bike lane	parking and loading*	sidewalk & planting area
10' - 20'	8' - 18.5'	5'	11'	11'	5'	8' - 18.5'	10' - 20'
parking		total area		parking		parking	
		32'					

\*combination of back-in-angle parking and parallel parking



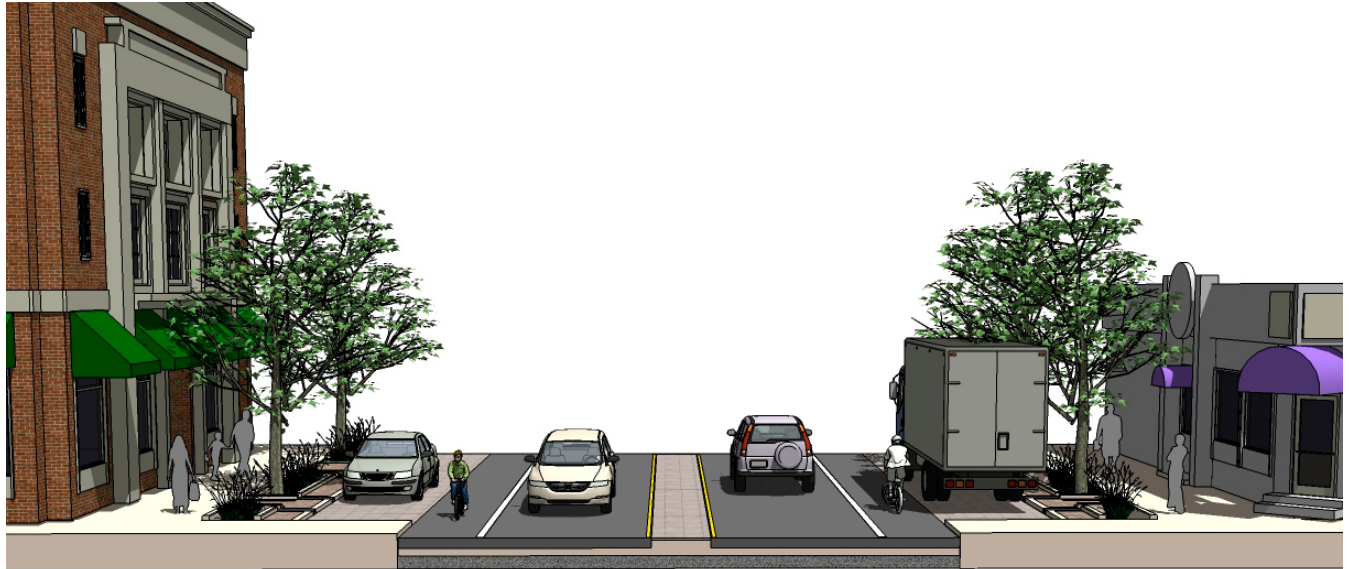
Streetscape Concept #2: Chicane



APPENDIX: CONCEPT DESIGN PROCESS

**Streetscape Concept #3: Median**

The Median concept places a ~4' median down the middle of Denver Avenue. This median would be at-grade but constructed of special / textured paving that would relate to materials found in the sidewalks or parking aisle. Because it would be at-grade, vehicles could encroach into this median area when loading activities partially block the travel lane. In this concept, the sidewalks are widened to 14', and bike lanes remain at 5'.



sidewalk	furnishing zone	parking and loading	bike lane	travel lane	at-grade median	travel lane	bike lane	parking and loading	furnishing zone	sidewalk
7'	7'	8'	5'	11'	4'	11'	5'	8'	7'	7'
14'					36'					14'
pedestrian zone		parking		travel zone				parking	pedestrian zone	

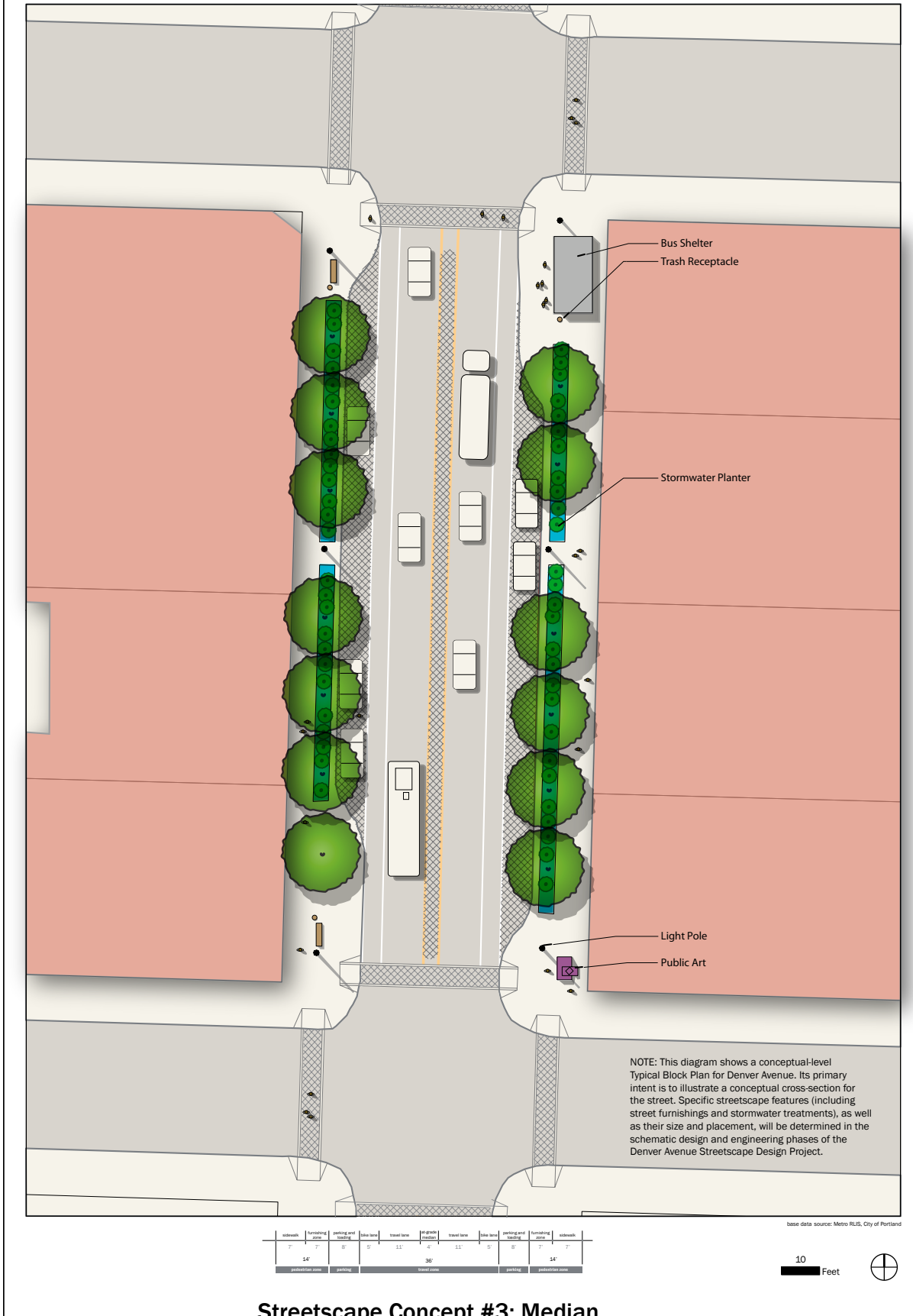
**Pros:**

- Spacious sidewalks throughout (minimum 14'); very wide at curb extensions
- Median would visually narrow the street and may provide modest traffic calming benefits
- Use of different texture and/or material in the parking lanes and median can add visual interest
- Median has potential for design tie-in with parking areas and/or furnishing zone
- Median may preserve a small amount of right of way for potential improvements in the future; however, putting in street trees would require a wider space
- Flexibility for a variety of businesses' parking & loading needs; wide roadway & median helps accommodate peak-hour loading

**Cons:**

- Median and/or parking area could degrade with wear, staining, and utility cuts
- Projected to be more expensive than Alternative 1, but less than Alternative 2
- Curb-to-curb distance will be 52' wide (at mid-block); depending on final materials selection, this could continue to feel wide

APPENDIX: CONCEPT DESIGN PROCESS



Streetscape Concept #3: Median

## APPENDIX: DESIGN WORKSHOP NOTES (12.06.06)

*Denver Avenue Streetscape Design Project*  
Design Workshop, 12/6/06, 5:30-9:30pm, Historic Kenton Firehouse

### 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



## APPENDIX: DESIGN WORKSHOP NOTES (12.06.06)

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,

## APPENDIX: DESIGN WORKSHOP NOTES (12.06.06)

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.

APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)



**Denver Streetscape Open House February 2007  
Survey Responses**

Preferred Option

Option 1 (wide sidewalks) – 30 votes

Option 2 (chicane) – 3 votes

Option 3 (median) – 7 votes

Undecided -- 2

**Concept 1: Wide Sidewalks: General Comments**

- 1) 1<sup>st</sup> choice – Denver needs more parking, what about having one side of the street angled?
- 2) I just wish it slowed traffic more.
- 3) I really like either concepts with wide sidewalks “public art” is great too. Would love to see foliage.
- 4) Least variation and wide sidewalks are an important feature and should be given weight.
- 5) None of the options (1, 2, or 3) allow for turning lanes. Those are needed for smooth traffic flow.

**Cross- Section 1: Wide Sidewalks**

**What do you like / dislike about this concept?**

- 1) I like the loss of the median and the idea of a more pedestrian friendly sidewalk scape.
- 2) Safer for pedestrian and more attractive for store fronts.
- 3) Inviting to strollers encourages cafés and interaction. Has room for trees and pedestrian – level bios wale, without obscuring businesses. Straight forward, uncomplicated design. Also space for art and other “street furniture:
- 4) No effective traffic calming measures, but allows for steady traffic flow and safe bike travel. Like designated loading zones.
- 5) Like the wider sidewalks a lot. Like the narrower crossing distance at the corners. Don’t think the extra width midblock is a problem. Maybe it will discourage crossing mid-block. Like the 6’ foot bike lane both for the cyclists and for that extra foot of separation between cars and pedestrians.
- 6) Yes – Wider the better, but what are rules for use – what say to adjoining property owners have? What role do they have in maintenance?



## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

- 7) Wide sidewalks – Bio swales with space to let out of car simplicity.
- 8) Likes: Traffic Calming, pedestrian areas, removing turn lane so trucks don't park illegal, visually appealing; looks interesting. Clean design. Best Price!
- 9) Like Pedestrian friendly, dislike still very wide at mid block
- 10) While opt 2 has the most pedestrian friendly feel, it is too complicated for this neighborhood, so I like opt 1 best. It will make crossing the street on foot less scary and will encourage people to walk to local businesses and explore the neighborhood. The Stormwater management seems satisfactory in all designs. I didn't like the median because it's not wide enough to plant trees.
- 11) Too many bike lanes, needs more parking
- 12) I like the spaciousness for pedestrians
- 13) Creating a pedestrian – friendly district is of primary importance to me. Wide sidewalks and ample lanes are great.
- 14) Shorter / Narrower ped. X-ing, wide sidewalks, narrower lanes, lower cost, does this mean more money for art? Not very interesting though not unique.
- 15) I like the idea of wider sidewalks to allow for outside selling of restaurants etc. while allowing peds to get by at a decent rate.
- 16) Wide bike lanes general feel and access
- 17) Like ped / bike capacity, still able to address business concerns for loading, legible, allows outside dining – Dislikes may not do much for traffic calming, not terribly unique design
- 18) Least cos, more pedestrian friendly, add planters, benches. Provide for more mature shade trees. How about patriot elms?
- 19) Potential for outside dining / coffee
- 20) Wider sidewalks and bike lanes, keeps a lot of parking, good way of accommodating loading.
- 21) Like traffic calming possibility, more pedestrian friendly, dislikes 50' still fills wide.
- 22) Pros: Narrowest street, widest bike lanes
- 23) I like the wider sidewalks, It seems to well utilize the space
- 24) Wide bike lanes, flexibility for business, new business
- 25) Allows easy walking and if benches or other hardware added plenty of space
- 26) Less expensive, most economical, seems like the most straight forward
- 27) More space, an important concept in the city when everything is so congested
- 28) Everything, please add a couple traffic calming circles at intersection
- 29) Wide sidewalks are a must to encourage foot traffic, benches, bus shelters, restaurant seating outdoors, spaces to meet, more trees and lighting.
- 30) Waah – no median! I love medians.
- 31) We like them. More pedestrian space is good.
- 32) The lack of a median with this concept will still allow/encourage cars to speed 5-10 mph over limit. The added noise and speed will decrease the positive feeling for pedestrians and bikes (i.e. not enough traffic calming)
- 33) I like the wider sidewalks, which could offer outdoor restaurant seating.
- 34) Dislike lack of traffic calming. No increased parking. Like the wide sidewalks – restaurants could provide outdoor seating.
- 35) I like the wide bike lanes and sidewalks.

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

36) Curb extensions. Dislike how on Denver and Kilpatrick (Eastside of Denver) is a bus stop. Tri-met has eliminated the center left turn lane so when bus #6 stops to load/unload passengers it ties up traffic north bound. The problem can be it ties up traffic north bound. The Problem can be eliminated by moving the bus stop to the north side of Kilpatrick which would allow cars to pass the bus. This is a safety issue.

### Does Concept 1 meet the Goals & Criteria of the project? Why or Why not?

- 1) It seems the goals and criteria are met mostly in this concept
- 2) Yes, particularly in terms of pedestrian safety
- 3) Meets all goals better than other designs
- 4) Yes, kept it green / previous pavers ideal if they can be maintained
- 5) Yes, this honors the historic layout while providing improvements
- 6) Don't think street, trees and curb promote visibility of businesses? Also not necessary for shade on East West street facades, some 2 story street needs sun and umbrellas when necessary.
- 7) Yes
- 8) Yes, looks appealing and is safer to attract new customers. I've had customers who have been hit when walking by cars and bikes. It's just too fast at Denver & Kilpatrick. I would love to see a stop light there or crossing signal. Continued policing should help send a message to not speed and disobey the law.
- 9) Safety – yes – greatly improves crossings, bike friendly, yes; wide sidewalks are more inviting than current layout. Unique identity – it looks like it has space for art, etc., attractive environment – yes – will improve the feel of the neighborhood.
- 10) Needs more parking
- 11) I think so
- 12) I think it meets the goals, that the city would like to meet
- 13) Not sure how well any of the concepts support “small – scale gatherings” (except perhaps the chicane)
- 14) Yes- it provides a place for all modes of transportation. And ensures safety for each mode. Its more simple design would be easier to maintain.
- 15) It seems to concerning the crosswalks I've noticed. It to feel a little safer to cross in a crosswalk that is made of material different from the street
- 16) Yes, bike/ped friendly, good for business, eco-friendly
- 17) Seems to
- 18) I think it provides for easier pedestrian use as well as bicycles. It appears to add lights, which I think is important. The addition of the green/plants will also promote pedestrian use – good for business owners.
- 19) Yes
- 20) Yes
- 21) Yes
- 22) yes
- 23) Yes, mostly good parking, marked x-walks, wide sidewalks, however, not very unique.
- 24) Yes
- 25) Traffic too close without median space.

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

- 26) Doesn't accomplish goals because cars can still speed and it's then not safe for pedestrians.
- 27) yes

### **Other comments / questions about concept 1?**

- 1) Hopefully there will be sufficient lighting
- 2) I'd rather see green space between parking and sidewalk – adds safety buffer  
parking and sidewalk – adds safety buffer between sidewalk and the street
- 3) Wide bike lanes send signal to motorists as to distinctively paved crosswalks
- 4) By far my favorite. I think it will slow traffic significantly
- 5) Have you considered the bike path between the sidewalks and the parking like near campus on 13<sup>th</sup> street? No swinging car doors, could also work inside diagonal parking
- 6) Addition of a 24" detail in middle of travel zone may be compromise between 1 & 3 but still breaks up expanse of road.
- 7) By making the street narrower and slowing traffic this option is also the most fiscally attractive.
- 8) Parking spaces need to be preserved will there be space for "street vendors"? (Hot dog stand) sidewalk treatments need to go around corners to side streets at least the depth of buildings
- 9) Though it's early, I'd love to see dog/animal friendly H2O bubbler.
- 10) Raise cross walks to calm traffic. See Eugene downtown 4 way stops where the mall used to be. The bike path / car lane stripe: place the raised reflectors to keep traffic in the car lane and out of bike lane
- 11) Would be nice to have community signs at corners – part of supports for plants.  
Raised cross walks to slow traffic
- 12) Great! Architecturally sound and cost benefit ration very adequate.
- 13) Nice work
- 14) Additional opportunities for bio swales/public art would bake this design even better, in my opinion.
- 15) Boring, but good compromise for cost and complications.
- 16) A good runner-up
- 17) Biggest issue for all would be to ensure there is enough loading/unloading for trucks.
- 18) It's a very close second for me.
- 19) A good runner-up
- 20) Biggest issue for all would be to ensure there is enough loading/unloading for trucks.
- 21) It's a very close second for me.



## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

### Concept 2: Chicane

#### Cross-Section 2: Chicane

##### What do you like/dislike about this concept?

1. Quaint feel with angled parking, like lots of green and wide, areas for patio eating.
2. I like the unique design and really like the mid-block extensions for art/bio swales. My main concern is bike safety with this design.
3. Love it, very unique, great space for pedestrian gatherings, traffic calming design.
4. Don't like it, prefer option 1
5. Not sure why this center strip in the street is necessary
6. Back in parking will delay traffic, Incur more bruises on vehicles
7. Back in parking a vehicle hazard! Plus it will slowdown traffic too much waiting for people to back in!
8. I don't like the angled parking. Think more parking can be found with the parallel parking options. It also seems to cut into the sidewalk / furnishing zone.
9. Pro: unique in Portland, would really slow down traffic. Con: awkward for business owners
10. Like – traffic calming, general look, Dislike – backward parking
11. parking could be awkward, should slow traffic
12. overall a bit complicated
13. Unless you either raise or plant the median, it will be virtually ignored.
14. Like: very unique, back in angled parking provides a good buffer for sidewalk environment. Dislike: seems like there is too much going on – less cohesive, less “legible” then other two costs is highest.
15. Large areas for small gatherings and amount for public out
16. I like that it seems more unique in its appearance. I also like that it seems to slow traffic the best of the three.
17. It is an interesting design, but diagonal back in parking will be hard to enforce. Probably not worth the extra cost.
18. I like the angled parking
19. This would potentially create the most unique walking/shopping area in Portland. That alone would bring many more visitors if any boutiques moved in I'm not sure this fits in with fell of the neighborhood.
20. Visually stimulating, back in parking. Dislike: not significant improvement in sidewalk width.
21. This seems confusing and unsafe. As we look to the future we should balance the addition of more waling and biking traffic.
22. I don't get the purpose of the median. It seems that a wider street will encourage cars to go faster. Don't waste the space.
23. Definitely don't like the angled parking. I think it won't be very functional. Also don't like the way it radically changes the look of the street. I do like the ability to have more substantial Stormwater treatment areas but would be concerned they would become trash collectors.
24. Super awkward, not safe for bike traffic, doesn't increase parking in a substantial enough manner to pick over other concepts.

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

25. Angled parking is dangerous. Large bios wales waste space – better to have long, narrow swales that help define the road/sidewalk boundary sidewalk too narrow.
26. Angled parking is scarier for cycling also reduces green spaces.
27. I do not like the angled parking. It makes for more concrete and a bit of an eyesore.
28. People wouldn't understand back in parking.
29. Nothing
30. Requiring cars to stop and back into a spot seems more trouble than the good it produces (more sidewalk space). Not only do cars have to stop traffic to be able to back into the spot, but as noted, the increased fumes for anyone nearby would be a nuisance. Also, this design purports to create more usable space, but if the space is not useful as well as usable, what good is it. (sitting on a bench under a tree with an idling motor next to you is not useful)
31. I like the reverse parking, and the swales.
32. Like this one, different and unique identify. Nice large planters.
33. Back in parking would direct exhaust into pedestrian zone....bad!
34. As a cyclist, I worry about cars quickly pulling out of angled parking, and I think angled parking is a more car centric feature, and our society already caters to cars enough.
35. The most imaginative, however restricted sidewalk width might tend to impede pedestrian movement.
36. It creates the most variation, it's the most original.
37. Diagonal parking is good way to back over bicyclist.
38. I like diagonal parking, but not back in, but when used with other elements it is expensive and doesn't add parking.
39. If I owned a body, I'd be for this alternative. People don't normally back into diagonal parking. This concept is begging for trouble. How do you stop the backing car from hanging over the curb?

### **Does Concept 2 meet the Goals and Criteria of the project? Why or why not?**

1. Yes, saves the possibility of outside eating and general peds with exhaust from back-in cars starting up.
2. Yes
3. Yes, good space for distinctive neighborhood art.
4. No, too wide sidewalks
5. Too much pedestrian wasted space, the curves are ridiculous
6. The addition of lights and plants are a definite plus, but don't think it's the best use of space.
7. Seems to
8. Doesn't really extend sidewalks
9. All the weaving makes me less certain about the safety – drivers may be watching the road more than watching out for bikes/peds. May not be adequate for business owners – but as I am not a business owner with deliveries, I'm just speculating

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

10. I don't believe this is especially safe for pedestrians and especially cyclists. Plus, the noted concerns re: trash seems to work strongly against this option.
11. I think so
12. All the plans shown seem to meet the criteria, especially improving the experience for pedestrians.
13. No-not safe to park, pedestrian refuge areas are minimal
14. Maybe harder to maintain. Does mess with the historic character too much also.
15. Does create ped friendly areas, not so safe.
16. Not as well as concept 1
17. The goals and criteria are met; it's just not as aesthetically pleasing.
18. Yes, unique identity.
19. This option seems to better satisfy the goals / criteria of the project.
20. No, because of cycling hazards.

### Other comments

1. I know the back in parking is safer, but the exhaust blowing on people walking by/sitting eating, is a bad idea. You either notice bikes more (safety) parking (front in) or pulling out (back end in) they both have pros & cons for safety.
2. Angled parking/unique design makes district seem less like a thoroughfare and more like a place to stop and explore. I like incorporating gathering spaces in the design.
3. Could add a distinctive feel to Kenton and calm traffic which we need.
4. Don't like it
5. Too many cons
6. Less flexible design
7. Seems to cater to traffic movement more than pedestrian use.
8. Too complicated. Requires everyone to pay more attention at all times, which will not happen.
9. Would not be conducive to creating a "meeting space".
10. Very concerned about angle parking. I like "idea" but practicality wise dangerous for peds, bikes and traffic.
11. Nice try on the back in parking but the public won't comprehend it. I frequently back into parking and people think I'm weird.
12. By far my 3rd choice would be very disappointed if it were chosen.



## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

### Concept 3: Median

#### General Comments

Like the idea of the visual boundary – perhaps to make it more effective, less decorative, include striping bumps or rumble strips to add a physical element to encourage drivers to slow down.

#### Cross-Section 3: Median

##### What do you like/dislike about this concept?

1. A nice compromise between cycling and pedestrian friendliness, and potentially attractive street (were the median material chosen to contrast with street and match sidewalks)
2. Like that you could add trees down median. Dislike having median down center made of a different material.
3. Wide sidewalks with open traffic feeling no so congested.
4. I prefers medians with trees – the whole boulevard effect. But overall this is my fave – the visual impact of the median will help slow traffic, can it have swales?
5. I like the idea of the visual barrier to give the impression of a smaller lane – in order to promote safer driving. The addition of striping bumps or rumble strips would as a physical sensation to further encourage slow traffic.
6. Median allows for some flexibility, getting around a stalled car.
7. Do not like this concept. Median seems to be wasted space. Stain and degradation over time could add to dingy feel.
8. This seems like the most car-oriented approach. If the median could have trees, I'd like it more, but as a paved median – seems less pedestrian friendly.
9. I do not like the median
10. I like the possibility that traffic flow would be slowed by the median.
11. Median encourages ped crossing mid-block, that's dangerous. Use of median for loading will create "line-of-site" issues that will increase hazards. Reduces sidewalks.
12. What's the point? Keeps street too wide, Median serves as a frivolous traffic calming; median serves as a frivolous traffic calming measure that won't really work.
13. I like everything it has in common with #1, but I think the narrower sidewalks and bike lanes are a downgrade from #1. The median might be nice but not as valuable as the extra feet in the bike lanes and sidewalks.
14. The curve is intriguing, but I think it will just complicate things for drivers. Angled parking takes up too much space.
15. Having a 4' median really bothers me about being unsafe. I think people will use it to pass or bike or walk in and get hit.
16. Love the median, but worried it will look like a mistake after 10-15 years (debris, repairs, etc.), takes away valuable real estate from sidewalks and bike lanes.
17. Over time, I think this one would begin to look like every other street with a narrow median. I like the idea of using a different color of the parking area; it would add a bit more distinction to this plain design.
18. Like the median, maybe trees instead
19. Median is ugly

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

20. Very little compared to the other options
21. Like: wide sidewalks, safe for users, flexibility for business owners with deliveries, dislikes: median may encourage some bad ped-behavior mid st. crossing, using median as refuge.
22. Median seems a bit unnecessary.
23. Like the traffic calming median
24. I like it – it’s very similar to #1. However, I feel the median is not necessary if it cannot support “green space”. And there is not enough traffic to make it feel necessary.
25. Wasted space and cost (at grade median)
26. It’s just plain awkward.
27. Median doesn’t add much.
28. I like the potential for planting the medians to further soften the streetscape.
29. I like wider sidewalks for greater pedestrian options (restaurant seating, artists selling works, etc.) Median is a good idea, narrowing room for cars and making them drive slower to be more careful. This would then make it more pleasant for pedestrian activity. Median would break up asphalt and add feature to roadway.

### **Does concept 3 meet the Goals & Criteria of the project? Why or why not?**

1. Yes
2. Yes
3. No, need wider sidewalks
4. Yes
5. Goals met
6. Not really well, but better than #2, if median could be converted into meaningful green space.
7. No-extra space should be used for pedestrian and bikers. Wide traffic lanes won’t do as good of a job with traffic calming. If a biz works with their vendors, they shouldn’t have “peak hour” loading.
8. No. I think it lacks esthetic value. Just a long “bump” in the street.
9. Yes – except I’m not sure median will really do much for traffic calming? I’d like to see trees in the median or traffic circles to help calm. Good, flexible design.
10. Same as #2
11. yes
12. yes

### **Other Comments**

1. If the median will just be made of unattractive materials that do not enhance the look of the avenue, then #1 would be my choice.
2. Would be nice to have larger planters.
3. Worth the extra cost and the minor adjustments to sidewalk and bike route widths.
4. 5 foot is plenty for bikes. Like porous pavement or pavers.
5. Don’t like it, wasted space
6. This is my least favorite design.

## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

7. I feel adding other materials other than asphalt can look bad further down the road when it is cut into for utility work etc.
8. Could there be “green” spaces in the median as well?
9. Like the distinctive paving for parking areas. Helps break up the street.
10. I find several businesses for getting to cater to their customers by using parking for them and the police in the neighborhood won’t ticket.
11. This is the least preferred option, in my opinion.
12. Medians seem like a problem waiting to happen. E.g. tear up in the future.
13. It’s more artsy
14. Median could be designed to look like old street car tracks that ran down Denver.
15. Sidewalks narrow
16. Looks good but prefer option 1
17. I was happy to see bios Wales / planters a feature if the designer and noticed planters of trees on both sides of the street where as we now have trees on only one side.
18. I think that for the single most cost/benefit rate and in terms of aesthetics and creating a calm friendly environment is to plant trees to the maximum.
19. Hedges and other obstacles that obstruct vision of cars wanting to enter or cross Denver Ave. An example is hedge and parked cars blocking vision on south side of Watts St.
20. I don’t get the purpose of the median. It seems that a wider street will encourage cars to go faster. Don’t waste the space

### **Are there other streetscape issues that the project team needs to address? Do you have additional questions / comments / concerns?**

1. I would like to see citizen representation in the choices of building materials, lighting (full cut-off!), etc.
2. Trees planted need to not grow so much as to break up sidewalk in future – like some have downtown.
3. Keep existing parking spots or increase parking. Increase lighting on Denver. Add garbage cans! Currently there are too few!!
4. Addressing streetscape along Denver to Lombard. This would tie the Kenton Business District to Lombard and Interstate.
5. With no turn lanes – how much exhaust will pollute the neighborhood as vehicles wait?
6. Lots of trees and green! Increase perceived value of area. Buy the dancing bear and tear it down. All this will be for nothing if at the end of the road is that trashy building.
7. Traffic calming, lighting needs to be improved.
8. The proximity to the slough could be highlighted with bio swales and green elements and interpretations and make the district unique.
9. My hopes are, that at the same time Kenton is pursuing retail, etc. in the somewhat run down storefronts, it would be a shame to have a nice streetscape and empty store fronts.
10. Please plant and maintain as many trees as possible! Also please consider cut off lighting and reduce light solutions from store fronts as well.



## APPENDIX: OPEN HOUSE SURVEY RESULTS (02.20.07)

11. Important: interesting sculpture and water features, simpler is better. Places to sit. Go for warmth and inviting feel.
12. I am concerned that the articulation of the improvements will be too “old-timey”. Kenton need to look toward the future rather than being nostalgic for a time that never existed. Thought the use of antique looking street furniture, lighting, etc.
13. I find several businesses forgetting to cater to their customers by using parking for them and the police in the neighborhood won’t ticket.
14. Parking spaces need to be preserved. They are essential to business. A lot depends on the embellishments to the streetscape, wastebaskets (who will serve them). Better lighting, benches, places for street vendors.
15. I’d like to see more dog/animal friendly inclusions.
16. Did traffic circles bite the dust?
17. Lots of trees please.
18. Lots of trees please. Stormwater planters and public gathering spots appreciated too.
19. I think creating a feeling of safety is important currently it’s very dark (side streets included) it is intimidating to come out after dark. This area has so much potential. Creating a pedestrian friendly environment is crucial in bringing “life” back to this street.
20. would be nice to see this implemented sooner than 08’ 09’

## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)



### Denver Avenue Streetscape Questionnaire Results Kenton Neighborhood General Meeting, June 14, 2007

**25 surveys returned.**

#### A. Which of the three streetscape concepts presented do you prefer? (*check one below*)

**CONCEPT 1: TRADITIONAL DESIGN - 2**

**CONCEPT 2: ENTRANCE PLAZAS - 10**

**CONCEPT 3: SIDEWALK PROMENADE - 8**

**No preference: 1**

#### B. Cross-Section 1: TRADITIONAL DESIGN

##### What do you like / dislike about this concept?

- The possible outdoor spaces for tables & chairs for businesses to allow private outdoor areas.
- Highly visible crosswalks, well lit, don't like benches – people will sleep on them. Love the trees – looks good on paper.
- Too similar to what exists now
- Rainwater collection, trees
- Unattractive crosswalk
- Crosswalk too jamming
- Storm water & trees, open corners and “zebra stripe” (unmistakable) crosswalks = good.
- Very plain, new building or storefront may not fit.
- Too “traditional.” Better to use this opportunity to do something more innovative.
- Crosswalks easier to see for drivers. Pedestrian friendly. But most conventional, least attractive of the designs.

##### Does Concept 1 meet the Goals & Criteria of the project? Why or why not?

*(Goals & criteria on separate yellow paper. Please note: not all are relevant at this stage of the project)*

- Seems to, but how can it have a unique identity if modeling after other neighborhoods?

##### Other comments / questions about Concept 1?

- Regardless of the design concept used, it would be great to see “full cut off lighting” to decrease light pollution.
- Looks great!
- Denver restaurants would benefit from outdoor seating.

#### C. Cross-Section 2: Entrance Plazas

*Denver Avenue Streetscape Design Project  
Kenton Neighborhood General Meeting – 06.14.07*

1

## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)

### What do you like / dislike about this concept?

- Concrete parking lanes, stone bench, mini-plaza, storm-water planter, bus shelter
- The possible outdoor spaces for tables & chairs for businesses to allow private outdoor areas.
- Curved benches – too comfortable – great for sleeping on. Accentuates commercial entrances?
- Prefer any solution that gives variety, instead of regimentation. More greenery the better.
- Basalt seats & walls give nice function & look.
- Emphasizes storefronts
- Like the use of basalt seat walls – consistent with use of cast stone in neighborhood buildings
- Larger corner planters = good. Concrete crosswalks – plaza intersections = affected, silly, waste of \$
- This is a good mix of seating and open areas that could be used for street fairs or other outdoor community events.
- I like this design, it will be better for walking area, and not as much driving
- This is aesthetically pleasing and seems encouraging of local businesses.
- Maximize planter area
- We like the stone seat wall, the curved storm water planters, and the use of different paving materials in the crosswalk.

### Does Concept 2 meet the Goals & Criteria of the project? Why or why not?

- Yes, this plan makes the street more inviting to residents and potential businesses.
- You know, they all pretty much look the same. All seem designed with same criteria – strongly agree w/criteria
- Yes – it honors the history of the area while giving a fresh but timeless identity.

### Other comments / questions about Concept 2?

- Room for outdoor seating for restaurants would be ideal

## D. Cross-Section 3: SIDEWALK PROMENADE

### What do you like / dislike about this concept?

- There is a lot of concrete in Kenton. The trees soften the appearance & encourage people to walk in the summer in the shade.
- Circular brick work in intersection
- I like the community feel, storm water plants, trees & sidewalks
- Give unique look & function. Good use of trees. Good attention to existing architecture.
- Prettiest crosswalk
- I think this will give a tree-lined feel. I like the accent paving and intersection design.
- Emphasizes pedestrian movements – encourages walking
- I especially like the ped zone plaza (circle). I like that the benches run parallel with the road.
- It's nice, but I like the visual interest of #2
- I like the circular pattern in the intersection

### Does Concept 3 meet the Goals & Criteria of the project? Why or why not?

- Yes, it gives Kenton a “face”



## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)

### Other comments / questions about Concept 3?

- Bike racks? We should make it a place for cyclists to commune ( i.e. rides to lakes, etc)
- I'd love to see the stone wall benches from Concept 2

### E. Which of the furniture “families” do you prefer?

- They all look good. Have enough garbage cans

#### A. Contemporary – 2

- Nature pattern in the bench + trash cans. The lamp is really great!

#### B. Traditional - 4

- It has a softer look. It's warmer, more welcoming & has a more creative flair indicative of N. Portland. (Contemporary would be 2<sup>nd</sup> choice)
- Nice wood color benches (please include backs!) However PLEASE avoid fancy (i.e. useless) “art” bike racks! Standard  $\cap$  staple bike racks are the most efficient and easy to use!

#### C. Historic – 15

- It is old looking and adds more character to the “historic neighborhood”
- It fits with Kenton, which is an older neighborhood
- Just looks better – contemporary might look too weird in 20 years
- It is classic and would compliment the neighborhood
- Kenton is “historic”! We should be proud of that!
- Timeless appeal – will not look trendy 20 years from now
- Fits with Kenton, which has a rich historical background
- Nice blend of contemporary & Historic
- In keeping with the neighborhood’s feel
- Unified with downtown Portland – durable
- The clean lines are aesthetically pleasing and lend themselves to reduced upkeep needs.
- I actually liked them all, but I like the “historic” for “Historic Kenton” – it’s appropriate!

### F. What types of tree do you prefer?

- Honey Locust, Japanese Live Oak
- BIG! Greener the better.
- Many, varied and protected indefinitely
- Sequoias, dogwood, ginkgo, magnolia
- Big leafy ones that create shade
- Dawn Redwood, Incense, Japanese Dogwood, Ginkgo or Zelkova
- Natives!!! Evergreens if possible (although, I do not like the cedar idea)
- Maples
- Columnar trees would be a better fit for the neighborhood. Trees that are native would be the best choice. Trees that are drought tolerant and can also survive in a rain collection area would be ideal. No need for flowering trees.
- Not a fan of columnar
- Japanese dogwood
- Dawn redwoods, ginkgo bilboa, non-fruit bearing
- Japanese live oak, honey locust, green vase zelkova
- Big, flowering, pretty trees!

## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)

- Ginkgo, green vase, Japanese dogwood
- Vase shape, trees with a wide canopy that grow out over the street. Like the green vase zelkova.

### G. Shape:

- Broad canopy - 11**
- Narrow & columnar - 1**
- Flowering - 6**
- Non-Flowering - 0**
- Seasonal change - 11**
- Evergreen - 2**
- Typical of N. Portland area - 9**
- Unique to Denver Ave - 3**
- Single species - 1**
- Mix of types - 6**
- Any other comments on tree selection? - 3**
  - Native - No messy fruit droppings

### H. Do you have preferences on types, mixes of site paving materials? Why?

- Mix of asphalt and concrete is ok – variety is pleasing
- Brick w/patterns is homier & less industrial
- Brick – looks historic and adds more character
- Nothing messy or concrete – leaves will be raked
- Visual texture generally best
- Permeable concrete?? NO monkey/puzzle trees!
- Pavers/bricks lend color & texture
- Mixed materials add visual interest
- I like the idea of stamped or colored crosswalks all a way to highlight the space attractively. Brick is a good paving material.
- Anything that provides textural interest beyond plain ol' concrete slabs
- Vase shape will allow a better view of storefronts
- Brick pavers

### I. Do you have a preference on types of landscaping elements? Why?

- Not sure of the choices
- Treas. Cool bike racks! North Portland bikes a lot.
- Drought resistant – cuz I'm a hippy.
- Concrete/Stone, wood, metal – all ok. Heavier visually – better, solid
- Existing basalt walls are nice – we should keep them.
- Native plants, rainwater recycling, water element.
- Love the basalt
- An arbor behind Mr. Bunyon would anchor the entrance to Downtown.

### J. Northern Gateway (Paul Bunyan Plaza): What is your preferred concept and why?

#### Concept 1: Ped Zone & Vegetation Enhancement – 11

- More ascetically pleasing without being too cluttered. Also adds more natural elements, which is desirable.
- It looks like standing in a forest! There is so much current down there it's awful. Even the MAX going in warmed up the look w/the art & steel structures.
- I like trees, not graffiti

## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)

- More trees, less structure
- Trees are always welcoming
- I like the big trees behind Paul Bunyan; seems fitting and would add greenery whilst screening out ugly Wells Fargo Building.
- Paul would fit in well with some more trees and it seems to give the most shade. Love the gateway concept from #3 as well
- I like this, but prefer #2 – can they be combined? Trees AND the beautiful screen?
- For ease side – I like the plants

### **Concept 2: Structured Screening – 10**

- Shade, vegetation, seating
- Looks expensive or ugly – don't like either
- Softens the wall of Wells Fargo and creates a gateway into neighborhood
- Architectural trellis with metal ribs
- Would block view of the bank, which is less than appealing.
- Good balance between open feeling and shade
- Helps front of bank
- Very artistic – would like to see a tree or 2 with this.
- Love the screen

### **Concept 3: Neighborhood Monument Signage - 5**

- Like the idea of monument to highlight historic relevance
- Signage would inevitably be graffitied.
- Great idea, if the monument is placed high enough, and out of reach.
- They are all nice. Screening is most aesthetically appealing. But the plaza definitely needs more SHADE. And a monument sign would be great – perhaps on the west side.
- To coordinate with preferred south entrance.
- Can we not have a sign with the other design?
- For west side – I like the monuments

## **K. Southern Gateway: What is your preferred concept and why?**

### **Concept 1: Basalt Seating & Accent Planting – 13**

- It is more ascetically pleasing
- Because it is more natural
- Don't like blue trees
- Seems more 'natural'
- Basalt is nice touch. I like the "gateway" feel of the signage & walls
- Would blend nicer with the residential area
- I like the variety of plants & trees
- + walls - sign placement – evergreens
- Seems more open while still including more trees
- I prefer it because of the planting at the corners

### **Concept 2: Monument Signage & Accent Trees – 8**



## APPENDIX: OPEN HOUSE SURVEY RESULTS (06.14.07)

- Deciduous Tree
- Trees & more trees. If it doesn't look inviting no one is going to care where/what we are here in Kenton.
- I like deciduous trees. I think curb extensions are a waste of money.
- I like idea of grand trees
- Subtle signage would be ok, but it would likely be spray painted or 'tagged.'
- I like the larger trees and the position of the monument signage
- + deciduous trees – sign placement
- The monument sign entrance could remind me of Laurelhurst entries which are very distinctive/attractive.

### No Preference - 1

- No preference - both are nice

### L. Are there other streetscape issues that the project team needs to address? Do you have additional questions / comments / concerns?

- More trees on Kilpatrick. More bike racks on Kilpatrick. Benches on Kilpatrick?
- Decrease light pollution – see [www.internationaldarkskies.org](http://www.internationaldarkskies.org)
- Where's the pizza?
- Bike Racks! Speed? Farmers market? – Maybe a covered area for a year-round market near Paul Bunyan? (I'm dreaming, but how great would that be?)
- Trash/recycling receptacles
- Garbage cans available for trash, doggie doo.
- Will this concept be OK for sidewalk vendors?
- Encourage bicycle usage – provide ample / high-profile bike parking. Consider public art bike racks.
- How about some bulletin board kiosks? On Hawthorne and NW 21<sup>st</sup> & 23<sup>rd</sup>, the telephone poles are the kiosks by default.

APPENDIX: OPEN HOUSE SURVEY RESULTS (11.15.07)



Denver Avenue Streetscape Design Project  
 Open House Survey Results  
 November 15, 2007

**1) What do you see as the greatest benefits of the new Denver Avenue Streetscape designs?**

**Comments:**

- Wide Sidewalks, bus shelter, love the folk art connection to Paul Bunyon
- The greatest benefit would be the safety aspects of the new streetscape with pedestrian and bike friendly designs the community is more likely to visit Kenton and support local business, especially after dark.
- To enhance Kenton's historic past and to assist in bringing more life to the area. To bring a stronger identity to Kenton.
- Increased opportunity for quality commercial business.
- Wider sidewalks to open up street front restaurant and coffee shop space using the empty commercial space in Kenton is necessary to neighborhood livability.
- Pedestrian friendly. I like the idea of art pieces.
- Civic pride
- I think it will bring more pedestrian traffic to the neighborhood which will help business.
- Cleaner – more pedestrian friendly environment.
- Increase property values, local conveniences.

**2) What questions or concerns do you have about the project?**

**Comments:**

- Maintain areas history beyond historic signs what tells neighborhoods story?
- I think the design choices are great! I love the Folk art theme to compliment Paul Bunyon. The only thing I would have chosen differently was the choice of trees. I would choose the second option.
- Once construction begins, how long can we expect the transformation to take before completion?
- Can it be done any sooner than 2009
- Some of the art selections are not representative of the area
- Will ? to Paul Bunyon attract loiterers?
- None, very proud and excited concerning the experiences with city development.
- Be sure to do the concrete intersections
- Incorporate a local history into most
- Save Paul Bunyon

**3) On the reverse side are the Goals and Criteria developed for this project. On a scale of 1-5 (5 being the highest) please rate how well or poorly the designs meet these goals?**

**Results:**

Safe for all users	1	2	3	4(10)	5(2)
Bike & pedestrian-friendly	1	2	3	4(4)	5(8)
Promotes neighborhoods unique identity	1	2(3)	3(1)	4(3)	5(5)
An attractive environment	1	2	3	4(4)	5(7)
Celebrates area's history	1(1)	2(2)	3(2)	4(4)	5(2)
Durable and easy to maintain	1	2	3(2)	4(7)	5(3)
Enhances commercial businesses' viability & vitality	1	2	3(1)	4(5)	5(6)
Green and eco-friendly	1	2	3(1)	4(7)	5(4)
Accommodates changing uses and demands over time	1	2	3	4(10)	5(2)

# PDC

PORTLAND DEVELOPMENT COMMISSION

## Resolution Number 6556

TITLE: APPROVING THE DOWNTOWN KENTON – DENVER AVENUE STREETScape PLAN AND FORWARDING TO PORTLAND CITY COUNCIL FOR ADOPTION

Adopted by the Portland Development Commission on February 13, 2008.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Mark Rosenbaum, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Sal Kadri	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Bertha Ferrán	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Charles Wilhoite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Consent Agenda		<input type="checkbox"/> Regular Agenda		

### Certification

The undersigned hereby certifies that:

*The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.*

  
Renee A. Castilla, Recording Secretary

Date: March 12, 2008