

NPI West Area Plan

Steering Committee Meeting #011
Recommendations Workshop #001



NORTH OF SIXTH

Thursday, July 16, 2020

MEETING FOCUS: Primary Corridors and Centers

BREAKOUT SESSION: Neighborhoods North of 6th Avenue

- **FACILITATOR:** EUGENE HOWARD
 - **WORKSHOP COORDINATOR:** SUNG WON HAN
 - **WORKSHOP RECORDER:** SAYRE BRENNAN
 - **OTHER STAFF:** Zack Mendez (DOTI)
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15 Attendees: Dan Shah, Heidi Newhart, Jaime Aguilar, Jeanne Granville, Kathy Sandoval, Kaye Kavanagh, Lisa S., Michael Hughes, and Sean Brady.

Ben Chavez (Aide - Council District 3) Mondy Mason (DDPHE), Naomi Grunditz (Aide – Council District 1), Renee Martinez-Stone (WDRC)

REGIONAL TRANSIT CENTERS

Eugene (PM): Stated that group should focus on regional transit centers, specifically height and character. Think about how these transit centers might or should affect housing, jobs, and community service amenities.

Jaime: Missing some important east – west routes, e.g., 10th, 16th, and West Colfax, in this analysis.

PM: Is the issue a regional focus vs. local to west area?

Jaime: Yes

Dan: I agree and think there are many routes, but especially the Decatur-Federal Station.

PM: Maybe Decatur-Federal Station is good place to think about building height and density proximity to transit? Try to use this area and think about a combination of housing, jobs, and community service amenities.

Kathy S.: Talking about max. height and guidelines is premature. Need to have a better understanding of existing context and plans.

Jeanne G.: Doesn't understand Kathy's concerns. Stadium is going to ask for 30 stories. We have already had this discussion with CDOT and the city park ownership, etc....Don't want to plan for something that isn't going to happen.

Renee – FYI, the area in question is already zoned C-MX-30

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Dan: Where is the opportunity? No real opportunities for within immediate vicinity of the Decatur-Federal Station transit center. Believes the Federal – Colfax clover leaf infill has that opportunity.

PM: Thinking of existing entitlement, existing transit lines, major employer (CDOT). What would be appropriate in these areas given these factors?

Dan: We did a lot of community outreach at this location. Clear about affordable housing tied to incentives for increased density and height. Also want to see community serving uses that has a cultural dimension. These are strongly asked for. Food and retail were another aspect of previous discussions.

PM: Do you agree if it's a good location whether it's the station or cloverleaf? Are Dan's comments still valid?

Michael H.: Goals of affordable housing and preventing gentrification should move this group to provide density around and near Decatur and Federal. It will relieve other areas of the neighborhood and focus development and density near Decatur and federal. Other uses expressed by Dan adjacent to cloverleaf near stadium makes sense.

Renee: I support Michael's comments.

Kathy S.: Asked about the existing view shed corridor and effect on potential development. Who would this opportunity be for? Kathy can agree with density and retail/grocery store and would be natural bridge to stadium district.

Jeanne: This plan must be tied together with different plans and developments. Bring our ideas and other integrated plans to fruition to use resources wisely and look to consolidate proposed development efficiently.

COMMUNITY LEVEL AND WALKS UP STATIONS

PM: Let's move the discussion to community level transit and walk up stations. We've discussed the regional bookends, so how should be thinking about these community center stations?

Jaime How accessible and usable will the stations be for ADA and parking?

Jeanne: Everyone thought that housing would go where CDOT is located, but because there is not housing and other land uses don't provide "eyes on the station", there is a perceived sense of danger at this station. No housing and eyes on that station currently.

PM: Do we want to make these two stations pedestrian friendly and have affordable housing nearby to reduce the demand for vehicles?

Kathy: Need better data on what has happened near these stations as it relates to gentrification. Need to know who will be burdened.

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Dan: Kathy good point about affordable housing regarding Knox. Pedestrian friendly, discourage driving, bring in residents who can't afford market rate housing, so if there is affordable housing near Knox, there is a great opportunity for more density and affordable housing units.

Kathy: There is affordable housing at these locations, so we need to focus on strengthening affordable housing at these locations.

Perry Station

PM: Thoughts and principles regarding the Perry Station. What about a diversity of people (not just income)? Thinking as residential focused station areas.

Jaime: These people exist at DHA area on other side of gulch and there are people at 9th with tons of diverse peoples (elderly, disabled, etc....). What about areas that already exist? I feel like we have not looked at other stations v. the two stations you have identified.

PM: Understood your concern and we will discuss but let us focus on places near these stations. Who and what are appropriate around these stations?

Dan: Find properties near transit stations where we can add density and somehow tie it to affordable housing.

Heidi: Knox and Perry. Best opportunity for Knox. Perry has already developed market rate units and is not useful. Look at ¼ mile around light rail station and try to restrict for profit luxury development. Focus on Knox where we can have an effective change. Also focus on other life quality issues like food accessibility.

Sung (staff): Talk more about affordable housing and density bonuses. What is the incentive?

Kathy: We should talk about preservation and not gentrification. Ownership vs. affordable rental housing. Focus should be on ownership and asset building.

Sung: So, the incentive should be ownership over rental units?

Kathy: Yes.

Sean: I agree with Mike about a lot of pressure for housing and issues of gentrification. As a city, we are growing. We shouldn't micro-manage too much and look to direct growth away from single family homes in areas that can take it (e.g., Decatur-Federal and cloverleaf). There is also a need for everyday retail – grocery store, clothing, etc....

Renee: We should designate these areas as affordable housing with a density bonus insensitive. Have a different aspiration to support and implement around transit station. Acknowledge that private and public investment around transit increases prices and drives displacement. How do we mitigate?

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Jaime: Renee made a great point. Why can't we designate or incentivize certain areas as affordable housing?

PM: This is the purpose of this exercise. To hear your input about your proposed policies and the community. This input helps staff make what you ask for a reality. We need to know what it is you see as your future and leverage assets for the benefit of community.

NEXT STEPS

PM: Discussion of next public input steps. Asked for any other questions or comments.

Jaime: How far out should we be looking at and thinking about?

Jeanne: I like Renee's idea about aspiration affordable housing development areas.

OVERVIEW IN LARGER GROUP

Jaime: We discussed transit stations. Federal-Decatur and Sheridan. Discussed finding a balance to increase density around these stations. How can we encourage affordable housing, park land, development of the cloverleaf, and land around the Federal-Decatur station? Tying density to light rail.

Kathy: Federal-Decatur station and clover leaf as higher density and capture retail area around sun valley and mile high plan. I pushed for preservation of existing housing stock and gentrification in villa park.

Dan: Added to these two great summaries – Knox and intermediate stations and find a way to get affordable housing by leveraging density.

Beth (consultant): Did you talk about height in these areas?

Kathy: We need to get a sense of baseline height data before having that discussion.

Dan: Transit hub zones, cloverleaf, existing transit station, and look for other opportunities and leverage affordable housing.

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SOUTH OF SIXTH

Thursday, July 16, 2020

MEETING FOCUS: Primary Corridors and Centers

BREAKOUT SESSION: Neighborhoods South of 6th Avenue

- **FACILITATOR:** BETH VOGLESANG
 - **WORKSHOP COORDINATOR:** FERNANDO ABBUD
 - **WORKSHOP RECORDER:** VALERIE HERRERA
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Attendees: Adriana Lopez, Adriana Pena, Mo McCanna, Kaye Kavanagh, Dannie Dilonno

Melissa Mejia (Aide - Council District 3), Anita Banuelos (Aide – Council District 7)

Session Notes:

1st Ave. (Sheridan and Federal)

- Dannie – Federal and 1st, love some low-rise mixed-use development, services people want like coffee shops, gathering places. This area could look like Montview with big trees and benches. People should feel safe to be there. An opportunity for the neighborhood to congregate. Crossing the street is difficult. Crossing Federal is extremely dangerous.
- Kaye Kavanagh – would love to see 1st Ave be something more than what it currently is. 1st Ave between 2nd near Valverde. Hard to imagine Federal looking different than what it does right now. More landscape and planters
- 1st and Knox –Kaye. “Downtown Barnum” the name could hold a sense of place, there are beautiful light fixtures that are not working.
- 1st and Knox – Kaye. 3-5 stories. The pictures are exciting. 29th, 32nd and Lowell, these are places like us, but we don’t have those things at all. Outdoor dining is highly needed especially right now during COVID. If we could slow down Knox, this is my dream. Visit the criteria and activate the vacant spots and underutilized space.
- Dannie – 3-5 seems right to me (mid-rise) (Federal and 1st)
- Mo – hoppin’, cultural, social hub. Sun Valley might be more accessible once we get the connectivity, but Barnum is a great neighbor and we want that connection.
- Development on Cedar and Federal – supportive housing facility at about 3-4 stories (between Alameda and 1st)
- Adriana from Valverde – library on 1st and King. In terms of walkability, the market and the park – somehow looking at the connectivity and this would be a great opportunity.
- Reach out to Becca and do some history on the name Barnum (working class white and Latino neighborhood). The trolley, cultural significance, antique lighting, giant pinatas that were circus animals, and some kind of public piccato permanent that would give that Mexican flair – but the original plan sort of fell off. There could be some great visioning. Emmanuel Martinez has done

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many murals. There is a project that is aimed at preserving historic murals and Latino art. We should check with the **Co-Op at 1st**.

What should the street do?

- It's not bad walking along first, for the most part there are sidewalks, there's an elementary school on 1st near Hooker, there is a push button near there. Crossing 1st is a little dicey, when cars get onto 1st because they are coming from high speed. The bus goes down Know and west or east on 1st.
- There are big sections of 1st that do not have lights, there aren't signals or signage to educated people and help slow down the speed of traffic.
- There are signs in Valverde and they are cute but that doesn't necessarily stop people from speeding through.
- Large vegetation, timing the lights so that they are all green, 3 lanes down to 2 lanes
- Valverde feels very isolated because they are surrounded by 4 highways. You must cross these busy streets to go to school for example. Residents go to Baker and other places and avoid Federal.
- A lot of the neighbors go to Belmar because it's the closest nice thing.
- Is there an option to put in a bridge? If there were actual people living there instead of weed, mufflers and tires, then we could

Overview in Larger Group

- Creating a sense of place, give the attention and love that is needed in a place that is forgotten, slow down traffic, visions of Federal, building heights, shopfronts, mixed use, community uses, more housing on Federal and more places that would attract people.

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