



Commission Members:

Chair Michael Mertaugh, Vice Chair Jaime Parker, Amy Segal, Jon Kachmar, Marie Gray, Zack Anchors, Eleanor Sears, Beth Rabbitt, Stephen Bentsen, Michael Catania, Cheri Musgrave and Katie Mears and City Councilor Victoria Pelletier.

City of Portland
Parks Commission Agenda
April 7, 2022
5:00 PM

*****This Agenda was updated on 4/07/2022 at 3:30pm***

On the first Thursday of the Month at 5:00 pm, the Portland Parks Commission will conduct a virtual meeting using Zoom.

This meeting will be held remotely pursuant to the Remote Meeting Policy adopted by the Portland Parks Commission and as authorized under 1 M.R.S. 403-B because of the existence of an emergency or urgent issue that requires the committee to meet by remote methods. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live, a recording will be available following the meeting.

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

Please use the link below to join the webinar:

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*The Mission of the Portland Parks Commission is to advocate for the enhancement and stewardship of our parks and open spaces. Review and propose projects that impact parks and open spaces and recommend action.
Foster collaboration among park users and the City. Promotes public access and enjoyment.
Advocate for public and private funding for parks and open spaces. Enjoy Portland for Life.*

- I. Call to Order
- II. General Citizen Comment Period (5 min)
- III. Agenda Items
 - a. Acceptance of Meeting Minutes: March 3rd, 2022 **Action Item (5 min)**
 - b. New Business

City of Portland Commissions are not required to take public comment under FOAA and our Ordinance is silent regarding the duties of the Commission. The Commission has the discretion to not allow or allow public comment during its meetings, including the authority to limit the duration of comments. Since the Commission makes recommendations to the City Council, public comment is available at that level.

- i. Welcome new Parks Commissioners (5 min)
 - ii. Budget Updates (10 min)
 - iii. Food Truck Presentation- Alex (10 min)
 - iv. Greenspace Gathering Update- Zach Anchors (15 min)
 - c. Communications and Updates
 - i. Parks Report (5 min)
 - ii. Land Bank Commission Report (5 min)
 - iii. Committee Updates (10 min)
 - d. Commissioner requests for Agenda Items
- IV. Adjournment



Commission Members:

Chair: Michael Mertaugh, Vice Chair Jaime Parker, Amy Segal, Jon Kachmar, Marie Gray, Zack Anchors, Eleanor Sears, Beth Rabbitt, Stephen Bentsen, Michael Catania. **Staff:** Alex Marshall, Samara Ray

City of Portland **Parks Commission Minutes** **March 3, 2022** **5:00 PM**

I. Call to Order - Michael called the meeting to order

II. General Citizen Comment Period

George Rheault made a public comment about the renaming Bedford park controversy. He said the City used to have annual reports. He wondered what the City Parks Department did to research on this- he looked back and saw this park never had an official name and in the 1950's they started calling it Bedford. He wondered why we would disturb this.

III. Agenda Items

a. Acceptance of Meeting Minutes: February 3, 2022 Action Item (5 min)

Marie made a motion to approve the minutes Michael C seconded. The chair took a roll call vote and the minutes were passed unanimously.

b. New Business

i. Renaming of Farm Field in Payson Park to Ron A. Farr Field- Action Item (5 min)

Coach Farr has been part of the Portland Little League community since 1962 and the Little League community would like to dedicate the field to him. The Parks Department is in support of the name change. This is the first time this item has been brought to any City Council or Commission. Stephen asked if the Parks knew of any reason why it was called Farm Field. Alex said he did not think it was significant. Amy and Jon attested to the commitment that Ron Farr made to Portland Little League.

Michael made a motion for the Parks Commission to bring the proposed name change to the City Council and it passed unanimously.

ii. 165 Sheridan St. Site Plan - Action Item (10 min)

Alex said that as a department we do not support encroachment, they would not be supportive of the soil nail part of this project . There are unknown challenges along the road so they cannot endorse an encroachment.

The Chair asked Michael C about his experience in New Jersey where he previously worked. Michael C said there used to be no policy to consider this request. In New Jersey they were getting constant requests for small encroachments so they adopted a stringent policy. He does not see a compelling public purpose for this request, this would have a permanent impact on the park and it would invite similar requests.

Michael C made a motion to deny the request and recommend that the City Council would not approve this request. The motion was seconded and the Commission voted 9 in favor and on abstention.

Michael M. would like the Commission to develop guidelines on future encroachments. Michael C said he would be happy to work on a policy on encroachments that could be shared. Michael and Alex can have a check in about what type of document he would like to develop and work with Parks staff.

iii. Request City Council to declare 2022 the “Year of Portland Parks” in partnership with the Portland Parks Conservancy - Action Item (5 min)

Michael mentioned that there were a number of significant park related events coming up in Portland. Can we try to draw more attention to our Parks? There are a number of activities and he would like to draw the Council and the public's attention to these parks activities.

Nan mentioned that this is really to have the community recognize the importance of Portland Parks. C

Michael C made a motion to bring this proclamation to the City Council, Zach seconded. The motion passed.

c. Old Business

i. Tree Planting ARPA Grant Update (5 min)

Alex provided a quick recap. The Council granted \$250,000 to go towards tree canopy improvements. The goal is to plant a minimum of 80 trees in the Bayside neighborhood. This funding will allow hiring outside the city and take the burden off the City staff to get more trees in the ground.

ii. Update on Olmsted Bicentennial Events (10 min)

The kick off event will be a showing of the Documentary, “Designing of America” in Congress Square Park in April. Still developing more activities and will have activities all summer.

d. Communications and Updates

i. Parks Report (5min)

Nan discussed the proposal for North Deering Park. The Parks Conservancy is working with the Trust for Public Land- they are hoping to close by the end of December. The Parks Commission is working as a fundraiser for this property acquisition.

ii. Land Bank Commission Report (5)

HP Kensington parcels have already been purchased

March 7th City Council will vote on the purchase of the Hale Parcel, if they vote to approve it will be purchased by the Land Bank.

Bayside Community Garden approached the Land Bank about purchasing the land for the Community Garden.

iii. Update on Interpretive Sign Project (5 min)

Amy said that the Parks Initiatives Committee was meeting after this meeting this evening. Michael has had conversations with many resources. This committee will be looking to Nancy Mongomer and Daren Ranco for early guidance and they will be forming their steering committee and developing a schedule for the work in the subcommittee on how to move forward. They want to be able to build up on the work that the Parks Commission has already done. One idea is to start with a project that would begin to broaden. Amy is intrigued with adding language to signs. Amy wanted to comment that her term is ending in June and she wanted to offer as a volunteer to keep the work up with the committee. This could be a multi- stage endeavor.

iv. Committee Updates (10 min)

Zach touched base with the Commission about the GreenSpace gathering. There is a lot of interest in holding the Green Space gathering outdoors. Typically the event is in May but they are thinking of June for better weather. The date would be June 2nd. The event would be about trees with Potentially asking Jeff Tarling to present or speak about and the Co-op Planting program and Tree Planting Surge. Jeff and his crew could actually plant a tree and the responsibility for tree planting possibly.. This is seen as an opportunity for Friends Groups that have been especially active in tree planting.

Michael asked if anyone had an issue with the date. Amy said that she may have some documents that would be helpful to look at in terms of tree planting. Beth would not be able to attend on June 2nd but wanted the Commission to consider the diversity of experience and the role of students and people that may have unique perspectives.

Michael M. shared that the Finance Committee has not been active.

e. Commissioner requests for Agenda Items

There were no requests.

IV. Adjournment of Parks Commission March meeting 6:30 PM

Michael adjourned the meeting.

V. Parks Initiatives Committee Meeting 6:30 PM-7:30 PM

Hello friends of the Eastern Promenade,

Thank you for the work you do to protect our parks, especially our treasured Eastern Promenade.

We patronize the food trucks and are regular users of the Eastern Promenade. Their removal to the mid -Cutter Street lot is the better choice.

Relocation will allow for restoration of the grasses worn and gone by overuse ,restoration and preservation of the parking spaces for locals,Mainers arriving from a distance and those “ from away”, ease passage and increase safety for those with very small children ,those pushing baby carriages,the frail and aged,and joggers who must often navigate through the food lines or move off the sidewalk and into the street for passage.

Thank you for giving serious consideration to relocating the food trucks .

Sincerely,

Betty and John Wuesthoff

11 Morning Street

Portland,Maine 04101

Hello,

The City of Portland's Standing Committee on Sustainability and Transportation's plan to create a Food Truck Plaza on the Eastern Prom (between Congress and Turner Streets) is fraught with problems. It's biggest tragedy is taking away children's easy access to the playground. I ask you to consider these points before making a decision on the matter:

Change 1: Food Truck Plaza on the Eastern Prom

The plaza would totally change the feel of this Historic District. It will take public space meant for everyone to enjoy and turn it over to for-profit food vendors. This part of the park is already a heavily trafficked area as it's located next to the two ball fields, tennis / basket ball courts, the public garden and most importantly, the playground. This area contains many apartment buildings making it the most densely populated area of the Eastern Prom. Addition of the Food Truck Plaza will only increase the human and vehicle traffic density in this space.

In other areas of the City that have made provisions for street-side dining, large concrete blocks were installed to insure diners safety from passing cars. Will the food truck plaza require the same type concrete structures?

Change 2: 3,000 gallons of underground trash dumpsters in the Eastern Prom Park

The addition of the food trucks to the Eastern Prom has created a serious trash problem. The committee's solution to that problem is to install 3,000 gallons of underground dumpsters. These trash dumpsters are very worrisome.

The Committee's documentation doesn't provide any environmental impact study of these trash dumpsters so citizens have no way of knowing if they will be safe or will leech garbage into the ground. There doesn't appear to have been any research into how the underground trash dumps will effect the root system of the surrounding trees. Also, not contained in the Committee's documentation is any qualified engineering or geological study guaranteeing the drilling, digging and installation of these trash dumps won't cause erosion problems that could eventually lead to a landslide. I'm my opinion, perforating the side of a hill, without having qualified research into it's affects, can't be a good idea.

Change 3: The plan removes 30 parking spaces from Eastern Prom residents and park visitors and turns them over to a few for-profit food vendors

Most of the lost parking spaces are used by children visiting the playground and ball fields. The Eastern Prom already has parking problems. The problem shouldn't be made worse. While losing parking spaces is hard for the Munjoy Hill residents, it's a travesty for the general public wanting to use the park.

Non-peninsula residents make up the majority of visitors to the ball fields and playground. Eliminating parking for these visitors means children visiting the playground will have to spend more time negotiating the streets. Disabled grandparents will have farther to walk if they want to take their grandchildren to the playground or to watch their grandkids play ball. Again, these spaces were given over to a few commercial business in an area that was never designed for commercial use.

Also, no regulations were mentioned about the food truck vendor's use of extra vehicles. Often, food truck vendors will use as many as six non-food truck vehicles to block their competition and visitors from using parking spots. They also use the extra vehicles as onsite warehouse type storage. These extra vehicles will go months without moving. (Please see attached photographs.) Food truck employees have actually accosted local residents for using on street parking. When the food vendor's employees report for work, they must also use parking space meant for park visitors.





Changes 4 & 5: \$5,000 yearly fee and electrical outlets

In the plan, provisions are made for food trucks to pay a \$5,000 fee but no documentation was provided on the origins of that figure. Is a \$5,000 yearly rental fee commiserate with commercial ocean view real estate that includes trash removal and electricity?

From the documentation provided, it would appear the Standing Committee hasn't conducted good faith due diligence.

I strongly feel commercial businesses don't belong in a public park. But in the interest of compromise, please consider this alternative:

Dedicate the upper Cutter Street parking lot as the Food Truck Plaza and open both sides of the whole Eastern Prom to parking.

Benefits of this option are:

- Would distribute the park visitors to avoid over crowding in one end of the park.
- All the food trucks being in one place would insure they all receive the same amount of potential customers. Food Trucks past problems with getting enough foot traffic (when parked in the Cutter Street parking lots) were caused by food trucks being in two places and it being a rather steep walk down the hill. The easier to access food trucks got more foot traffic. The upper Cutter Street parking lot is farther up the hill

so doesn't require a strenuous walk. If a park visitor is there to dine, they'll go where the trucks are. Having all the trucks in one place would create a fair playing field.

- The upper Cutter Street parking lot would still offer nice views of the water for visitors of the Food Truck Plaza. There are already picnic tables in the area for diners to use.
- Opening up all of the Eastern Prom street for parking on both sides would result in a net positive of parking spots for the park.
- The water side edge of the upper Cutter Street lot could be reserved as handicapped parking insuring the disabled can enjoy the Food Truck Plaza.

I've attached a map illustrating my proposed compromise:



One negative may be the need for electrical cables to be added. I think the ease and speed of installing electricity may have been a deciding factor in the Committee's current location choice. But I'd rather have the trucks kept as they currently are for

another year in favor of building a better permanent solution than rush into a bad decision now.

I know the current Food Truck Plaza plans are meant to be a temporary test, but we all know how temporary solutions often end up as permanent, even if they turned out to be bad ideas.

Thank you for your time and attention to this matter.

David Crosby (12 year Eastern Prom resident)

From: merrygovernment@gmail.com <merrygovernment@gmail.com>

Date: Tue, Apr 5, 2022 at 11:50 PM

Subject: Eastern Prom Food Truck Plaza

To: <Michaelmertaugh@gmail.com>, <atrevorrow@portlandmaine.gov>, <dwchuhta@portlandmaine.gov>, <ksnyder@portlandmaine.gov>, <ehipple@portlandmaine.gov>

Good Morning,

As a foodie and former chef I absolutely love the food trucks and frequent them often. I also think that they provided a valuable service to the public during the pandemic that hit small businesses and restaurants so hard.

I attended the last public Zoom call that was conducted to present Option A (Promenade) and Option B (Cutter Lot) for the food trucks that have been present on the Promenade over the past few years. Their presence was welcome but there were/are many problems associated with their existence on the Promenade.

I became quite perplexed after the Council vote because Option B Cutter Lot made so much more sense than Option A in so many ways yet the Council voted on Option A.

These are my reasons why Option B is such a better idea:

1. The Promenade would lose 30 parking spaces in Option A
2. The bike lane would be blocked
3. There was no explanation of how delivery trucks (UPS, FedEx, etc.) were supposed to operate without the ability to park – and double parking would cause a dangerous situation for pedestrians.
4. There was a lot of discussion on 'equity' for the food truck operators but how do you provide equity when
 1. Food Truck Permits are only available on a lottery basis
 2. While there was discussion about changing the operating trucks every so often there no discussion as to how long each permit lasts
 3. There was no discussion about who gets the prime months of July & August
 4. There was no plan or discussion for tables or chairs for people to eat at.
5. Cutter Lot can hold more trucks giving equity to those truck who are not so lucky to win a permit or get a permit during peak season
6. Many more vehicles can be parked near the Lot providing many more customers for the trucks
7. There is an infinite amount of room to put picnic tables, chairs, and trash receptacles creating a wonderful food truck experience.

As I said, I was shocked after hearing and seeing both proposals that the Council voted for Option A. The disadvantages of Option A are so clear while the advantages of Option B are so obvious.

Joseph Pulitano
617-823-2693

Dear Parks Commission,

Please accept these comments for the Parks Commission meeting on April 7, 2022 at 5:00 p.m. regarding food trucks on the Eastern Promenade.

First, we would like to state that we think the food trucks are a lively and fun addition to the activities of the Eastern Promenade Park during the warmer months. Also, they certainly provided a safe and wonderful alternative to eating out during the strict social restrictions of the Pandemic in 2020 and 2021. For all these reasons, we are hopeful a thoughtful compromise can be achieved about their presence in the park.

That being said, the food trucks cannot be allowed to remain in their current space on the Eastern Promenade, creating noise pollution from generators, clogging the street, creating a traffic nightmare and a terrible trash problem. Removing 30 parking spots in an area already at a maximum need for them is not smart, nor does it solve the problem of the noises and smells created by the trucks that the residents across from the park are bombarded with daily.

We are in favor of the trucks being relocated to the middle parking lot on Cutter Street and being contained to a manageable and smaller number (5-8).

As far as trash, we see no reason why the food trucks cannot remove the trash produced by their customers at the end of the evening. Trash/Recycling can be removed and brought to a centralized location in the city at a dumpster site. We are completely against the concept of installing 300 gallon capacity tubes/trash cans in the ground. Attracting vermin and creating bad odors notwithstanding, creating a dump site in a historic park is egregious! These are just some of the reasons we are not in favor of this trash alternative, but believe there is a list a mile long of unanticipated negative issues.

Thank you for your consideration,

Julia Kirby and Sheila Jackson
Munjoy Hill Residents
Emerson Street

Please accept these comments for the Parks Commission meeting on April 7, 2022 at 5:00 p.m. regarding food trucks on the Eastern Promenade.

We live a few blocks up from the food trucks. We all spend a lot of time along the Eastern Prom, at the playground, tennis and basketball courts, on the lawn overlooking the beach, on the beach. We love the food trucks and eat at them fairly frequently.

However, we have long had safety concerns related to the location of the trucks and we do not feel that the new idea of removing parking spots on one side and limiting the food truck court to the area between Congress and Turner sufficiently addresses these concerns.

The area is too busy, narrow and congested for a food court. It is too close to the playground, the baseball field, the tennis and basketball courts, which attract a lot of kids and their families. The Eastern Prom is also a high vehicle traffic area, especially in the summer and fall, and everyone is distracted by the view, the good food, the crowds, the fun, including parents, kids, dogs and drivers. We have personally witnessed a number of close calls where distracted drivers almost hit distracted kids crossing the street to get to the playground, a bicyclist maneuvering around people, and an older person walking their dog (they were walking in the street along the trucks because their dog was reacting to the crowds gathered in the sidewalk waiting for food).

Placing a food court along a busy street also slows the speed of the traffic, which normally we don't care about except that we have twice observed drivers made impatient by the slow moving traffic speed up in anger, swerve around cars ahead of them or people crossing the street and drive through the area at much higher than 25 mph.

We much prefer the proposal of relocating the food trucks to the Cutter Street parking lot. It will be safer, further away from the playground, baseball field and courts, and will not worsen the traffic congestion along the Eastern prom. The parking spaces lost to the trucks will be made up for by a return of the spaces along the Eastern prom which are currently taken up by the food trucks. It will reduce congestion along the already busy Eastern prom and restore the walkability of the sidewalk along that stretch of the Eastern prom as well as the view.

Thanks for all your hard work and your consideration of this request.

Lisa Morris and Michelle Morgan
26 Lafayette Street
District 1

Dear Parks Commission,

Please accept these comments for the Parks Commission meeting on April 7th, 2022 at 5:00pm, regarding the proposal for what to do about food trucks on the Eastern Promenade.

I like food trucks. I use them, and appreciate the scene that they create, allowing for wonderful picnics with a wonderful view for locals and tourists alike.

That said, as a resident of the neighborhood (I own and live at 85 Morning Street), I have serious concerns about their number and their impact. The fact that the Parks Commission is currently considering PERMANENT infrastructure to accommodate what most people imagine is an ad-hoc and small scale, seasonal phenomenon indicates the degree to which this has gotten way out of hand. There are far too many of the trucks there to begin with, which is a big part of the problem. Streets are places of transit, where cars come and go, as well as pedestrians and cyclists. They are not food courts. It is poor urban planning to try and create a food court on a city street. A few food trucks would be the appropriate scale for this kind of commercial activity on a city street. More than that and you create the many problems that you are now facing, and it really is no longer a functioning street. Eliminating parking and moving traffic lanes won't address the more basically misguided idea that streets can be used as food courts. They just draw far far too many people, regardless of where the traffic lanes are. The two uses are simply incompatible to begin with, and that sort of hare-brained jerry rigging is just not a solution. The solution is to reduce the number of food trucks to start with.

However, if the city really wants to create a food court in the park, they do have the Cutter Street parking lot as a potential site. Parking lots are a far more appropriate site for food courts. It would be far safer and less disruptive for all concerned if the food trucks were in a parking lot. As a resident here, I'm not a huge fan of having a food court in the park, but it's a far better option than using a city street for such a purpose.

The proposed "Plan A" is not really a plan at all, it is an ill-conceived and half-cocked notion that shifting a traffic lane and putting in permanent infrastructure will solve a more fundamental problem: streets should function primarily as places of transit, not as food courts. A few food trucks allow the primary function of the street to be maintained. More than that is untenable, and the solutions proposed are woefully insufficient. If you want more than three trucks you need to put them in a parking lot and make the food court there.

We live here, this is a neighborhood. Please listen to us.

Sincerely,
-Mark W. Read

I have been a resident of Munjoy Hill for 45 years. The Eastern Promenade was one of the reasons we moved to this neighborhood. It is a rare gem that needs to be protected and made accessible to the community.

I am a great supporter of having food trucks available at the Promenade. It draws people into this magnificent park and allows them to make the visit a special social event. It is family friendly, And the wide variety of food available makes it a cultural asset.

That being said, I do not believe that the current placement of the food trucks on the roadway at the foot of Congress Street is an appropriate placement of the food trucks.

1. First and foremost, it presents a significant safety threat to all of the users, but especially the elderly and families with small children. Simply removing parking from one side of the street does not resolve that problem in any significant way.

2. The city will have to spend a significant amount of money to provide the infrastructure to support the trucks at the current location. Providing power and traffic management will require the commitment of increasingly scarce tax dollars, even with the increase in licensing costs for the vendors. If it becomes evident that the Promenade location is not sufficiently safe, all that expensive infrastructure will be unnecessary. Finally, the dramatic increase in licensing fees is likely to be a barrier to many potential small entrepreneurs who could provide a greater diversity of food options.

3. Using the lower lot would expose the users to the other assets of the park, including the beach, the trails and the kayaking. The power necessary to run the food trucks is already available in that area.

4. Using the lower lot would spare the inevitable damage to the trees that line the Promenade. Those trees are an essential element of the ambiance of the walk along the Promenade and would be difficult to replace if lost.

I strongly support moving the food trucks to the Cutter Street location and I ask that you reconsider your decision

Ned Chester

Dear Mike Mertaugh and Members of the Parks Commission -

This is to ask you all to try a different "Pilot Project" than has been urged on you by the Portland food truck proprietors. How about moving the food truck activity that has grown up on the Eastern Promenade over the last couple of years to a better and safer site at the Cutter Street mid-slope lot just a bit downhill from where the trucks have been congregating on the street on a trial basis for the upcoming good-weather seasons.

While it is not certain that the mid-slope lot will be a better spot for this activity, there are several reasons to think that it might. There is more space for the trucks there and for their customers, provision of electric service and trash collection is simpler and less offensive to the public, there would be space for picnic tables, and the toilet facilities at the East End Beach are close by. The mid-slope lot could become a seasonal "spot" for Portlanders and visitors to go, patronize the food trucks, and enjoy lunch or a snack and the wonderful view offered from that location. If it does not work, we can consider other arrangements next season. It would not be costly to run underground power to this area from the East End Beach. (Wiring could also be installed for a couple of electric car chargers at the mid-slope lot as well!) Temporary trash receptacles could be used pending the experience of the first season.

We know that the current situation (and any arrangement that leaves the trucks on the street on the Prom) has many drawbacks in terms of traffic, safety, crowding, blocking the sidewalk, loss of parking, trash and the like. The currently proposed "pilot" proposal does not really alleviate these drawbacks. Construction of massive underground trash facilities would be a serious cost and blight of the Prom. If we adopt the current proposed pilot, we can be confident that most of the problems will continue. If we try something else, there is a chance that things can be a lot better.

Undoubtedly the trucks would prefer to perch along the Promenade itself, as that is where they get the most exposure. We are all happy to have them available, but would be glad to access them at a spot that imposes less on the public.

Thank you for your consideration of these thoughts,

Sincerely,

PLM

Peter L. Murray
104 North Street
Portland, ME 04101
pmurray@zwi.net

Member of the Parks Commission,

I am writing with my request that you make your decision on the Food Truck issue keeping in mind that this is a location that people come to for relaxation and to observe the scenic beauty of Casco Bay. While food trucks are pleasant it is a scenic park first and foremost.

Thank You,

Wayne Valzania
27 Merrill St
Portland ME

Greetings Parks Commission Members,

I am most grateful the commission has included the Food Truck Pilot Program (FTPP) on this month's agenda. City staff first brought this issue to Sustainability & Transportation Committee (STC) in July 2021. No public comment taken. "We" (park users and residents) reached out; inquired each month about the food truck plan and we're repeatedly told this issue would be on the next agenda". Finally, at the STC meeting brought this issue to its meeting on 3.23.22.

At this meeting, myself and 20 other residents offered comments; 14 opposed "Option 1" pilot program due to safety concerns, overcrowding and numerous other issues included below. 7 people – 4 of them vendors, spoke in favor. Staff and the STC did not acknowledge the concerns expressed – except those of the vendors. There was no acknowledgment or regard for the Eastern Promenade Master Plan (EPMP). As the committee deliberated, it was apparent the only outreach in this effort had been with food truck owners – and the decision to move forward with Option 1 was unanimously supported.

Key reasons Option 1 should NOT be implemented as a pilot program:

Parking needs and concerns must be considered. Food trucks already prevent parking along the playground/water side of this section of the prom.

- **Elimination of 30, additional, seasonal parking spaces means. . .**
 - No direct parking or playground access for families and children.
 - Restricts safe passage within this area for bicycles due to smaller, restricted, relocated travel lanes.
 - Direct conflict with masterplan recommendations for the demands of summer use: *"To accommodate parking demand during the season of athletic field use, it is recommended that parking be allowed on both sides of Eastern Promenade between Congress and Walnut Streets from April 1- December 1". Pg 35*
- **Road closure on SE side of prom due to proposed paving and street moratorium.**
 - Another significant oversight of Option 1, and rationale to move the trucks off the E. Prom drive, is the ongoing construction on the Fore St side of the E. Prom. This project will continue throughout the summer into the fall. There is no vehicular traffic and parking has also been eliminated on this side of the E. Prom.
- **Historic Preservation Board (HPB) review.** In accordance with the EPMP, the following installations and site alterations – even if temporary – require HPB review/approval:
 - Installation of 4 in-ground trash receptacles with 300-gal capacity ea. requiring a small crane to service the units
 - Root zone delineators installed around each tree to mitigate foot traffic within delicate zones.
 - Small signage on the impacts of foot traffic within these zones
 - Installation of utilities/electricity; burying conduit from utility boxes down the curb line along the entire stretch of the Food Truck Block with outlets added to a tree delineator post along the curb, between two trucks
 - Hardened surface path installed from walkway to the curb line with stone dust pathways and plazas to allow for heavy foot traffic. Permeable pavers explored for future phases of improvements.
 - Parklets: trucks could have the ability to create mini parklets with seating in the 10' between trucks.

OPTION 2 hybrid is not the solution.

All food trucks should be located together creating their own food court plaza as a destination. Separating them between the road and the park doesn't address safety and parking concerns on the E. Prom drive and creates competition among the vendors for perceived "ideal location". It also does nothing to address the pedestrian/vehicle conflicts on the E. Prom roadway and sidewalk.

I acknowledge the effort which has gone into the proposed FFTP. The lack of process and transparency in this effort is, however, genuinely flawed. This has not been adequately or appropriately vetted with residents or the public. There has been no historic review or consideration of the guidelines set forth in the EPMP and no regard for the already densely populated, congested usage of the 5-block stretch of land from Congress to Walnut St.

Therefore, the following citizen petition has been created. More than 200 people have signed the petition so far, either in hard copy or electronically via Change.org.

2022 FOOD TRUCK PILOT PROGRAM PETITION

"We" the park users and residents of Munjoy Hill, oppose Option 1. "We" strongly recommend the Food Truck Pilot Program (FTPP) for the 2022 season remove ALL food trucks from the Eastern Prom roadway, relocating them to the middle parking lot on Cutter St. Rationale for this request include:

- Eliminate pedestrian/vehicle conflicts on the roadway.
- Create a safer destination for everyone to enjoy the park and the food truck experience.
- Prevent elimination of 30 parking spaces along the residential side of the E. Prom as proposed within the city's "Option 1" of FTPP.
- Restore 30-40 parking spaces (formerly taken up by the trucks) along the playground side of the Prom for families with small children & strollers; 2 ball fields; tennis/pickleball courts; basketball courts and community gardens.
- Reduce impact of generator noise, overcrowding/congestion, view obstruction and food odors along the E. Prom drive.
- Prevent further tree compaction (*historically appropriate remedies must still be made this season*)

The Eastern Promenade was nominated to National Register of Historic Places in 1989. In accordance with preservation standards for treatment of historic landscapes identified within the Eastern Promenade Master Plan (EPMP), no installation of electricity, excavation, installation of 300 gallon in ground trash receptacles, landscape alterations of lawns to install pavers or stone dust; or other site amenities will be allowed until completion of the 2022 season at which time the Cutter St "Food Truck Pilot Program" location will be reviewed by appropriate city departments, Historic Preservation Board, Parks Commission with public comment obtained by stakeholders/park users and residents as to its success and impacts within the landscape.

"Alt A"

The logical & historically appropriate pilot program for this season is relocating the trucks to the middle lot on Cutter St. noted as "Alt A" in the city's proposal. The paved surface area lends itself well to piloting a food truck plaza within the park. This may then be assessed at the close of the season with stakeholders, HPB and appropriate city departments. Additionally, this location addresses:

- Generator noise in close proximity to residents, food odors, overpopulation, and view obstruction
- Further tree compaction (*historically appropriate remedies must still be made this season*)
- The 5 blocks from Congress to Walnut St will have parking restored along the water/park side of the road to accommodate multi-use recreational facilities in this area.
- Bicycle, pedestrian and children's safety along the E. Prom drive.

Long range planning must simultaneously enhance these uses while preventing conflicts between them. A myopic view focused solely on food trucks simply cannot serve the diverse spectrum and growing use within the park.

EPMP landscape character and preservation standards relevant to The Food Truck Pilot Program (FTPP) include:

- Vehicular drives – lawns – pavement materials – utilities – trash receptacles – care & maintenance of street trees – views – signage & parking.

I support enjoyment of the Eastern Promenade while upholding safety and sustaining quality of life for residents of Munjoy Hill and our many visitors who come to explore the beauty of the park and Casco Bay. How may we work together to ensure the trucks thrive – but not at the expense of ALL other users – particularly children given the location. It is the duty and obligation of the city to take a comprehensive, strategic approach to short and (potential) long term food truck usage on the Eastern Promenade and within Portland.

"Administrative Management Coordination: Consult with all other appropriate City departments when undertaking improvements projects". pg 6

I hope the Parks Commission will endorse "Alt A" as the safe, logical approach for the 2022 food truck pilot program. "We" look forward to reconvening with appropriate city staff, the parks commission, HPB, vendors, neighbors and park users at the conclusion of the season to collaborate on what worked well and what may be improved upon. This must be an ongoing and collaborative effort.

Respectfully,
Diane Davison



CITY OF PORTLAND
Parks, Recreation & Facilities Department
Ethan Hipple, Director

CITY OF PORTLAND
Parks, Recreation & Facilities Department
Alex Marshall, Parks Director

Memorandum

TO: Parks Commission and Land Bank Commission

FROM: Alex Marshall, Parks Director, Parks, Recreation and Facilities Department

SUBJECT: Parks Division Update

DATE: April 2022

Parks Division Staffing

- Vacancy: Horticulturist
- Vacancy: Athletic Facilities Maintenance Worker III (x2)
- Vacancy: Forestry Supervisor

Food Trucks on the Eastern Promenade

The Food Truck growth seen on the Eastern Promenade over the last 2 years has been exceptional. With this quick growth has come impacts that need to be mitigated. Excessive trash, tree root compaction, pedestrian safety and emissions are the major impacts that need to be addressed. Parks Staff have been working closely with various City departments, Food Truck Operators, and neighborhood residents to come up with a couple options to help manage this asset. Option A is to seasonally modify the roadway between Congress and Turner Streets and provide a Food Truck Court type setup. Option B is to move the Food Trucks down to the Cutter Street Mid Lot. Each option provides solutions to the 4 major concerns. There has been no decision within the city on which direction we will take to pilot this program in 2022.

Operational Budget

The operational budget was put together by Staff in the early Winter of 2021 and was reviewed and revised within each department. Submission of the operational budget to the Finance Director and City Manager occurred in February 2022. The Finance Director will be presenting the City Manager's proposed budget to the City Council on April 11th, and they will refer it to the Finance Committee for their first reading and then a vote in April or May. Once approved by the Finance Committee it will make its way to full council to read and vote on the budget. At this time, we have requested Park Maintenance Staff, a Park Project Manager, and an Arborist.

CIP

The CIP was passed by the City Council on Monday, March 21, 2022. The below list has been updated from last month's report.

Parks, Recreation & Facilities

Dougherty Field Skate Park Expansion: \$235,000

Riverton Trolley Park Recreation Improvement Plan: \$125,000

Longfellow Playground Design: \$50,000



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Portland Harbor Common: \$150,000
Back Cove Trail Reconstruction: \$95,000
Bridge over Dole Brook (Riverside Golf Course): \$255,000

Planning & Urban Development

Congress Square Redesign: \$900,000
Parkside to Libbytown Pathway Phase II: \$20,000 (planning funds)
East Coast Greenway Baxter Boulevard/Back Cove to Martins Point: \$100,000 (planning funds)

Facilities

90 Anderson Street Exterior Upgrades: \$100,000
Riverton Pool Filter Replacement: \$130,000

April 22, 2022

The first Earth Day was celebrated in 1970 in a national demonstration to raise awareness about environmental issues. The EPA was established within that same year after a number of rallies. Today more than a billion people across the globe celebrate Earth Day. We are fortunate to have such wonderful groups participate in our parks each year on this important day. It is volunteer efforts like those that make this city great and help keep our spaces beautiful. The Park Rangers and Parks Conservancy will be leading the charge for these planned events by providing trash bags, trash pickers, gloves and removing the debris once complete. We want to thank all who are planning to pitch in this year. If you are interested in serving in the parks on Earth Day or any other time, please sign up on the Parks Conservancy website <https://www.portlandparksconservancy.org/>

Park Projects and Department Updates

Staff are working on the following Park Improvement projects:

- Park Walkway improvements: Deering Oaks RFP has been advertised and will be closing soon.
- Fitzpatrick Drainage Improvements: Drawings are complete. An RFP is ready to be advertised.
- Talbot School Basketball Court Reconstruction: Additional funding has been secured and the bid will be advertised again as staff time allows.
- Lyseth Playground: A playground manufacturer has been selected with equipment to arrive before the start of the 2022/2023 school year. A site work RFP will be advertised shortly.
- Skate Park Expansion Phase II: Funding has been secured and a bid document will be advertised in the coming weeks looking for a qualified design/build contractor.
- Stroudwater Bridge: City Parks and Planning staff are working with Portland Trails and the Stroudwater Preserve Development Team to develop the plan for installation of the bridge that sits on the side of Westbrook Street before the I-95 bridge. Grant funding will be essential as City funds are limited.
- Preble Street Field & Stormwater Project: Final design and landscaping plans are being finalized.



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Fall of 2022 is when the field is anticipated to return with Spring of 2023 as the first playable season.

- Riverton Preserve: Recreation improvement plans are in progress and will consist primarily of a trail network with other improvements. This project is intended to fulfill LWCF conversion requirements, and final approval of the improvement plan rests with the state and National Park Service, which has a public engagement process.
- Riverton Trolley Park: The LWCF grant has been submitted. We are still waiting for federal approval of the grant. The City Council has approved the \$125,000 portion of the required match.
- Western Promenade Welcome Signs: Three new historic Welcome Signs are being ordered and installed as the weather permits. Spring will be the desirable time for this.
- Lower Western Prom Park Improvements: Final design improvements have been made and we are now waiting to secure additional funding to execute the entire project in the Fall of 2022 or Spring of 2023.
- Community Garden Fence and Gate Installations: We will be replacing 6 Community Garden fences and 4 sheds. The bid documents have been advertised and will close on April 5th. Installation of Fences will be in the Fall of 2022. Sheds will be replaced in tandem with the fencing work.