



D Avenue Improvement Project

Designing for stormwater, pedestrian, and pavement needs

OPEN HOUSE SUMMARY

May 11, 2017 6:30-8:30 p.m.

Introduction

An open house was held on Thursday, May 11, from 6:30 to 8:30 p.m. at the Adult Community Center for the D Avenue Improvement Project. The purpose of the open house was to provide project background and seek feedback on key design elements of the project as the City and consultant team prepare to move forward into design. Approximately 75 people attended the open house and 39 people submitted written comments that can be found at the end of this summary.

The open house provided an opportunity for neighbors to:

- Talk to staff and learn about this project to address stormwater, pedestrian, and pavement needs on D Avenue
- Learn what the project team has heard from neighbors to date
- Review and give feedback on early design concepts (The most notable difference in concepts is related to the street alignment).



The target audience was Lake Oswego First Addition neighbors on or around D Avenue and other Lake Oswego residents who use or have an interest in D Avenue or stormwater management in the City. Announcement of the meeting was made through the project website, an email to interested parties, a postcard mailing to 690 addresses in the First Addition Neighborhood, posts on the City's Facebook page and First Addition Nextdoor page, and an article in the citywide *Hello LO* newsletter.

Meeting Format

The meeting was an open house with no formal presentation. There were three main stations:

- Background information on the project area and purpose
- What the project team has learned and heard, and street alignment concepts (meandering and straight)
- D Avenue corridor concepts with cross-sections

Input Gathered

Community members discussed the project purpose and concepts with staff from the City and consultant team. Comments were collected via individual comment forms and staff also took notes

directly on the map graphics. Over half of the attendees submitted comment forms (39 forms). Staff will use this input to carry a concept into design. The next open house will be scheduled this summer.

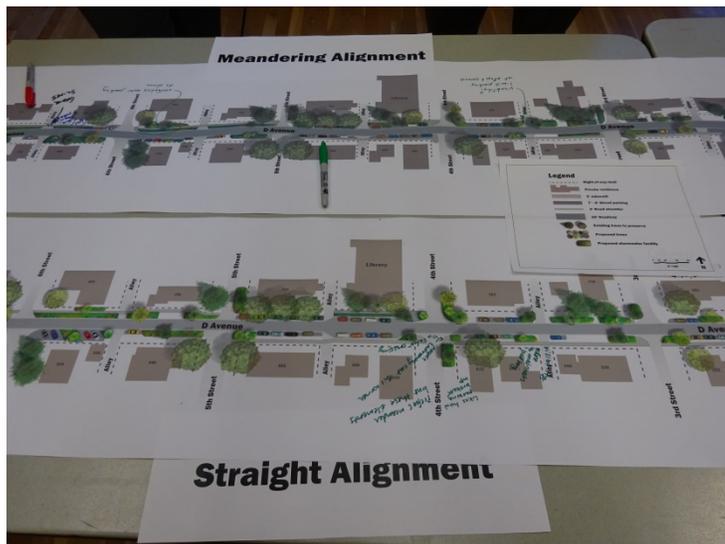
Key Themes

The following is a broad summary of the comments collected at the open house. The verbatim comments are on the following pages for more individual detail and as a project reference.

There is strong support for the project overall – Nearly all neighbors understood the need for this project to address stormwater, pedestrian, and pavement needs on D Avenue. Most were already aware of the project. Many expressed their support.

Keep the neighborhood feel – Many neighbors described the current character of D Avenue. They value the neighborhood scale of the street, the narrow road width, and the diverse landscaping and trees. Many expressed a desire to keep the “small” town or community feel of the street.

More neighbors who participated prefer a meandering road alignment – Neighbors reviewed and commented on two potential road alignments -- a straight road or one with slight meandering curves. Of the two road alignment concepts, a majority of participants at the open house expressed a preference for the meandering road alignment. Many liked the aesthetic opportunities, flexibility for landscaping and parking locations, preservation of significant trees and potential to slow traffic through design. A few shared concern that the meandering alignment would push improvements closer to some homes, affecting neighbors at the curve more than others. Several thought visibility and blind spots could be challenges with a meandering alignment. There was still a large group of neighbors who preferred a straight alignment concept that they felt was more consistent with the development pattern of First Addition.



Slowing down traffic is a top concern – Regardless of preference on the road alignment, most neighbors shared a desire to keep traffic speed down. This was one of the top comments heard, not related to specific properties. There was broad support to keep travel lanes narrow, similar to today. At a minimum, the total lane width required by the fire department is 20 feet.

The sidewalk concept shown was supported by most neighbors – There was strong participant support for the pedestrian path, in general, and support for the separated sidewalk concept on just one side of the street – a new sidewalk on the north side of D Avenue from 10th to 5th Street and a replacement of the existing sidewalk on the south side of D Avenue from 5th to State Street. A few neighbors had safety concerns for pedestrians needing to cross the street.

Additional comments:

Many neighbors shared site/address specific comments with staff directly on the graphics, related to parking spaces, stormwater runoff at properties, and driveway and alley access at residences. There were many comments on the locations, visual aesthetics, and safety of the stormwater planters. Many would like to see a natural look for the plantings, but want to make sure visibility, sightlines, and maintenance are considered. Many participants thanked the project team for the work to date.

COMPLETE COMMENT FORMS

Below are the answers from the comment forms, in their entirety. The numbers before each comment indicate the specific form the comment came from for comparing responses or referring to the original forms. Thirty-nine comment forms were collected from the approximately 75 attendees.

1. The project design team would like to retain and enhance the existing character of D Avenue, as possible, while addressing stormwater, sidewalk and placement needs. What characteristics do you like best about D Avenue today?

- 1. Tree canopy, Narrow Street, No curb, People not walking close to homes (having distance)
- 2. It has charm with many lovely gardens, landscaping and homes
- 4. Walking to downtown, it's much busier on the letter streets, this sidewalk is much needed - thank you!
- 8. The road is a good width now, for 2 cars to pass safely. This helps slow traffic.
- 14. Meandering roads
- 20. You don't manage change, you lead it. This is a good example of progress.
- 21. Peaceful, calming atmosphere. A mixture of mature and newer/younger landscaping.
- 24. Awesome where there are sidewalks, easy walkability doesn't necessarily encourage traffic not too wide but not too narrow.
- 25. It feels like a small community feel.
- 26. Trees, feels like a small town with everyone out walking.
- 27. That it leads to the library. It is a conduit and needs to be more pedestrian friendly.
- 28. I like walking in the shade of the big trees along D.
- 30. There is minimal paving. (i.e. gravel parking, no curbs, etc.) Can 2 feet concrete edge be included in 10 roadway? Would like to see more stop signs to slow cars at intersections.
- 31. Many trees and gardens along the road.
- 33. Neighborhood street - less traffic. Trees.
- 36. The varying characters of the housing and the lovely gardens
- 39. Small, narrow street. Mitigates car speeds.

2. Review the Road Alignment concepts. Tell us what you like about the concepts.

Meandering Road Concept	Straight Road Concept
What do you like about the meandering road concept?	What do you like about the straight road concept?
<ul style="list-style-type: none"> 1. This would be more desirable. Would preserve more trees, more flexibility for obstacles. 2. I like the meandering road concept to help keep more of the current landscaping, help with additional plantings for damage and to help the flow of the sidewalks. 3. Reduce traffic speed 4. Slows down vehicles, Looks more modern, Allows you more flexibility 9. Like better. Slows traffic. 10. I like 	<ul style="list-style-type: none"> 1. Do not like. Doesn't fit the neighborhood - would rather not have a sidewalk at all 4. Matches other streets, Easier to drive, Better visibility 5. 1. It's known and works and keeps the property landscaping, set-backs and expectations. 2. No danger of increased accident rates 6. It works well, there is NO risk, it's needed! It's an improvement, It fits the 1st Addition. 7. It keeps with the current character of surrounding streets

Meandering Road Concept	Straight Road Concept
<p>11. May calm traffic. Can better accommodate existing landscaping where it makes sense to do so.</p> <p>12. Might slow down traffic. More of a village look.</p> <p>14. Preserves/enhances (sic). Perhaps slows traffic</p> <p>15. A more relaxed atmosphere, maybe less speeding vehicles.</p> <p>17. More interesting and aesthetically pleasing. We really prefer this style.</p> <p>18. Prefer existing straight road.</p> <p>19. Preserve existing vegetation. Traffic calming.</p> <p>20. Slows traffic, more attractive</p> <p>21. In our case which is 124 D Ave townhomes, the display shows the meandering street curving slightly toward the north which allows us on the south side of D Ave at 1st street corner a wider space between our sidewalk and the actual curb/street. We are open minded to the meandering design.</p> <p>22. It is my preferred concept. It's prettier. Reminds me of 10th St - which I like.</p> <p>23. Nothing</p> <p>24. Nothing.</p> <p>25. More appealing from a landscape perspective. Less chance for people to speed through.</p> <p>26. Makes it feel more like a village. I think traffic would slow.</p> <p>28. It seems more like walking in an old town where the roads follow the contour of the land.</p> <p>29. I like the meandering road best because it may slow down the traffic. Also seems to allow for more placement of trees and foliage.</p> <p>31. I think that the meandering road would help slow down traffic and be better for pedestrians and bicyclists. It also has a more natural look to it. Also provides more options for saving trees.</p> <p>32. Could be interesting and beneficial if it results in retaining or adding to the tree canopy.</p> <p>33. Better look and feel</p> <p>34. More peaceful, slows traffic. Helps prevent speeding, safer for cars, bikes and pedestrians.</p> <p>35. Allows flexibility in design, may slow traffic, aesthetically pleasing.</p> <p>36. This will create a much more relaxed and pleasant feeling. [sic] Slowing traffic and nicer</p>	<p>11. Prefer meandering. Prefer parallel parking, not head in an angled.</p> <p>12. Would lessen disruption of existing right of way plantings.</p> <p>18. Neater.</p> <p>20. Nothing</p> <p>21. I'm not entirely clear about how two parking spaces can be incorporated into the design and hopefully retain some of the existing landscaping or have enough space to replant some landscaping to shield our view of D Avenue from our townhouse which is one of the middle units of the 100-140 D Avenue townhouses.</p> <p>23. Clean, keeps with characteristics of the neighborhood.</p> <p>24. True to the neighborhood. Easy navigation.</p> <p>28. Nothing to like or dislike about it. It's just a straight road.</p> <p>29. Not preferred.</p> <p>30. Matches the 'grid' downtown neighborhood history. Allows more planting on both sides evenly for neighbors. Feels more like an historical LO neighborhood.</p> <p>31. It retains more of the current character of the road.</p> <p>32. Matches the rest of the neighborhood.</p> <p>35. May be easier to walk at night.</p> <p>36. If I had not seen the meandering concept it would also be attractive.</p> <p>37. I like this one the best. The road is narrow-keeping it straight will have less impact on neighboring properties.</p> <p>38. Meh...</p> <p>39. Adds to the "grid." Cool feeling, old school!</p>

Meandering Road Concept	Straight Road Concept
<p>38. Yes! This is not only the more attractive concept, it also mitigates the "speedway" effect of a long, straight road. I would encourage adding low speed bumps as well on the blocks that will not have stop signs.</p> <p>39. Ok</p>	
Any challenges you see?	Any challenges you see?
<p>1. Tree preservation should be a priority. Keeping the charm and tranquility of the neighborhood.</p> <p>2. It is a concern in both situations of not enough room for a car in each direction. Pullover on a regular basis to allow cars to pass.</p> <p>4. Visibility, Street closer to some houses</p> <p>5. 1. Meandering sidewalks will be a hazard to the children who ride their scooters on the sidewalk. 2. Negates historic grid design of First Addition. 3. It will not deter speed, as teenagers will find it as their next challenge. 4. If you need to slow the cars (agreed), then put a STOP SIGN on every street (9,8,7,6,5)</p> <p>6. No - a) more likely to have accidents, especially with pedestrian to cars b) unattractive c) will be seen as the "weird street" in First Addition Please don't do the winding road!</p> <p>7. Worried about safety. Based on the driving already seen I think generally people drive too fast w/ kids/peds around. Worry this will make it harder to see and make already reckless drivers more dangerous.</p> <p>8. Taking more of people's yards?</p> <p>10. Parallel parking only</p> <p>12. Would prefer 18 ft roadway for traffic calming. Interrupting existing landscaping.</p> <p>18. Unpredictability may cause more accidents</p> <p>20. None</p> <p>23. Dangerous, considering how fast cars travel.</p> <p>24. Forced for design's sake. No functionality. Not in character with all the other streets in First Addition. Confusing for drivers.</p> <p>25. No.</p> <p>26. No</p> <p>28. Will drivers really slow down on a meandering road? Any studies done on this?</p>	<p>1. Making it look like it belongs. I don't think it would look good. It would not be a neighborhood asset.</p> <p>4. Allows for increase in speed</p> <p>7. Concerned about speed. Would love to see stop signs at every block to slow traffic down.</p> <p>18. None.</p> <p>20. N/A</p> <p>23. Speed- could be mitigated by additional stop signs.</p> <p>24. Less space for bio swale, speed of drivers.</p> <p>25. I don't like the straight road as there appears to be little design for landscaping - more design for efficiency.</p> <p>26. Do not like the straight road concept. Looks sterile and commercial.</p> <p>31. It doesn't have the flexibility for skirting around trees that the meandering plan has.</p> <p>33. not so much - think it might lend itself to a higher speed.</p>

Meandering Road Concept	Straight Road Concept
<p>29. Not that I can think of.</p> <p>30. Not curved enough to be effective. Seems forced. Headlights directed at some homes. Meandering homes to close to some homes. Dangerous if people are not aware of slight bend.</p> <p>31. It looks like it cuts further into the right of way in some places.</p> <p>32. Would cut the road and sidewalk closer to the existing houses.</p> <p>33. How will traffic speeds be kept low? 4 way stops? 2 way stops?</p> <p>36. Just making sure there aren't blind spots that develop over the years.</p> <p>38. A long straight road encourages acceleration. We already experience a lot of stop sign running issues. A straight road will only exacerbate the problem (plus a newly paved roadway).</p> <p>39. Added cost</p>	

3. A new sidewalk is shown on the north side of D Avenue between 5th and 10th. Existing sidewalk on the south side between State and 5th will be replaced. Do you have any thoughts about the location of the sidewalk?

1. The side walk if done should remain on the same side of the street it is currently on between 1st and 5th. For tree preservation reasons.
4. Keep it like your plan - north side 10th to 5th, south side 4th-1st. *Please provide some low-level lighting on sidewalks, we seem to always end up walking home in the dark. First addition is very dark at night.
6. It's fine in your proposal and much much needed. Thank you.
7. I think for safety not having to cross the road would be best. With the number of people (especially kids) who would use it, it seems the safest is to keep them on the same side of the street.
8. A sidewalk will be welcome!
10. I like!
12. Good idea
15. Seems fine to me.
16. I prefer the north side placement.
18. No. Fine as presented.
20. No, support pedestrian safety as goal number 1.
21. North side location seems to be the most practical. Our 100-150 D Ave Townhomes have the sidewalk on the south side which we prefer.
23. Minimize road width; maximize sidewalk!
24. I think the sidewalk should be consistently on one side of the street from state to 10th to minimize children crossing roads walking up to 10th and Forest Hills.
25. I think it's fine.
26. Like it.
28. By adding sidewalks and more parking, will that make the street narrower? I would prefer less parking and a narrower sidewalk instead of a narrower street. The locations of the sidewalks seem fine as long as the big trees are not affected.

4. Do you have any feedback regarding the conceptual stormwater facilities as presented?

2. Is this referring to the landscaping that will be added to help with the stormwater runoff?
3. As a resident of 9th and E, we annually remove 2-3 cubic yards of silt from our drainage ditch due to the run off from uphill. It will be important to size any dump accordingly.
4. We appreciate all of your efforts with adding 8th to 9th St up to E Street to help with flooding. Hopefully the water flow is managed, and the stormwater drains are not too noticeable.
6. No
7. If meandering road is selected, I worry that the size of the plants will obstruct view and make it harder to see pedestrians.
8. What consideration will be given to existing rain gardens (on 7th)? We don't notice drainage problems on 7th.
9. Put in plants that aren't going to grow so large that sight lines are inhibited.
10. Looks good
12. The stormwater facilities at 707 2nd St are appropriately located but please don't extend further east.
15. I am concerned about the stormwater flowing through my property (781 D Ave.) and killing my hedge. I was told that a drain could not be put there because the property was/is below the water table.
16. I prefer the notion of storm drain placement beneath the pavement rather than to the side. This leaves options open for further development and creates less visible disturbance.
17. They provide an ecological concept and look natural and nice. Only question - will the city going to take care of mosquitos, etc?
18. Maintenance of vegetation.
19. Do not repeat the 10th street of problems where there was inadequate drainage.
20. N/A
21. I prefer stormwater facilities rather than curbs and gutters everywhere. Excellent design - keeps the neighborhood "feel" rather than urban "feel."
23. How big will plants get? Must be maintained so cars have visibility to avoid accidents and pedestrians.
24. Don't go crazy with the bio swales. Hazard for kids, maintaining and cutting them back for visibility is important.
26. No
28. No.
29. It seems well thought out.
31. There's not enough detail yet for me to have a strong idea about how the concepts will work in practice.
32. They appear to have the potential to be high maintenance weed plots.
33. Yes... When is the city going to improve Bayberry 110th to connect to the new stormwater facilities?
34. Excellent for the environment. Totally in support.
35. Hope Bayberry can be next after 9th and 10th storm water
36. Sounds like a beautiful way to accomplish this
38. That's an engineering issue! NO feedback :)
39. No.

5. Is there anything else you would like us to know?

1. We need to replace trees with natives and trees that will mature to a substantial size/height.

2. Please make sure to use native plants/trees whenever possible to benefit the wildlife and environment. We live at 9th and E and have lots of flooding issues and that is the reason for the trench and sandbags. Also a big concern of all the top soil coming down from lots of new home construction. Thank you for all of the work you are doing! We are so happy this project is moving forward
 4. Street edge on corner of 9th/C NE corner house has a big drop off (next to fire hydrant). When turn left from C St. to 9th, that drop off is dangerous. If another car is there, it's a drop off making it hard to squeeze by if another car is there.
 6. The big problem in our poor roads often comes from the crossings (B,C,D E) avenue alley ways with their gravel surfaces and the garbage trucks --- so, please provide asphalt entries from D Ave into the alleyways. Also, consider paving the alleys.
 7. My biggest concern is about drivers' speed and pedestrian safety. Kids on bikes won't always be on the sidewalk so I hope there are some thoughts about how to share the road and keep people safe.
 8. I'm concerned with knowing how close the improvements will be to some homes. I also hope as many trees and landscaping will be squared as possible. No speed bumps, please!
 9. No speed bumps on D, keep as many trees as humanly possible, I'm really concerned about the maintenance of the swales - who? Should be city, not contractors.
 10. Good work!
 13. Concern about decreasing parking around 4th St. Library patrons and employees park in front of our house where we normally park, even now. If you take spaces away, we won't be able to park in front of our house. Driver vision is impaired when entering D from the 3rd/4th street alley. Do not add greenery at that point.
 15. I also worry that the stormwater that drains onto my property is creating swampy conditions right behind a very large fir tree. I worry about the tree's roots being loosened by this swampy area.
 16. We have the idea of building a 2 car garage on the north east corner of our lot. Just vague plans no actual designs yet. Just wanted to be sure nothing would preclude such a development.
 17. We'd like to see the entries and exits of the alley ways to be paved to help keep the streets and driveways cleaner. The garbage trucks make huge holes in the ground.
 18. This will be a positive improvement to the neighborhood. Please consider heavy parking needs for the library. Cars parked on D between 3rd and 5th often present visibility issues, especially when exiting from alleys. Cars park right up to the entrance/exit from alley.
 20. Good job!
 21. I'll keep my eyes and ears open. See you at the next meeting. Lastly, many thanks for your open-mindedness and involving us in your planning.
 23. I live on C and cars that cut through go so fast. Monitoring traffic is imperative to safety!
 24. Not opposed to stop signs at every intersection. Minimizing width of the road is fine. More sidewalks, less road.
 25. Minimizing road width is fine.
 26. Minimize road width if possible.
 27. We very much need a sidewalk regardless of design or side of the road that it lies on. We need a sidewalk on D. Individual's parking needs should be improved if existing rules/regulations were enforced regarding not allowing homeowners to block parking by the placement of boulders!
 28. When 10th Street was upgraded with sidewalks and stormwater drainage, the road itself seemed to get narrower. Please do not do that on D. Also, the plantings along 10th get overgrown and it is sometimes hard to see around the corner of 10th and C. Either put in shorter shrubs or have the maintenance crews trim the plantings more often.
 30. Phenomenal presentation - look forward to seeing the plant list.
- I would like to see the paved road not increase in width - the 2in concrete edge visually makes the street look wider which increases speeds. With pedestrians out of street and wider paving it feels more like a

main thoroughfare. It is already the most popular cut-thru from state to 10th Street so stops signs may curtail some traffics speed.

31. The plans do not currently indicate the driveway or 2 of the trees that are in our the yard. I'm worried that the construction would remove the 2 trees (dogwoods) that are there.

32. Minimize the removal of trees and shrubs.

34. I like the proposal to use native plants; add green trees to Macadam to 1st

36. Please leave space for possible future stopping