



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego City Hall – Council Chambers

February 21, 2017 - 9:00 a.m. to 11:00 a.m.

PAC Members in Attendance: Bruce Goldson, Mike Buck, Carolyn Krebs, Debbie Siegel, Cheryl Uchida, Trudy Corrigan, Riccardo Spaccarelli, Lang Bates

City & Consultant Staff: Brant Williams, Sid Sin, Stacy Bluhm, Terry Song (WHPacific), Ben Ngan and Jason Hirst (Nevue Ngan Associates), Vaughn Brown (JLA), Ralph Tahrán (Tahrán Architecture, LLC)

Audience: David Higgins and Jeff Gudman

1. Welcome

Brant indicated that he will be retiring at the end of the month, however, would stay on to finish some limited tasks such as the right-of-way acquisition and acquiring the wayside easements. Stacy will be the project manager, Joel Komarek will be the project director and Katy Kerklaan will be do the community outreach. Joel and Katy will be attending the April PAC meeting.

2. Project Updates

Terry updated the PAC on the following items:

- Advancing Plans, Specifications and Estimate for 95% submittal, expected late-June.
- Continued developing utility relocation plans, met with PGE and other utilities, finalizing vault and transformer locations.
- Continued Neighborhood Traffic Management effort, City has authorized next steps, beginning survey.
- Legal descriptions approved by City Council, General Information Notices for R/W, appraisals, and negotiations in progress.
- Developed Wayside concepts. Working with property owners for support on the designs.
- Developed Marker concepts.
- Amendment 4, primarily for additional storm drain (BFR, Bryant and Reese) approved late-January, surveying completed, design underway.
- Continued environmental clearance work.
- Coordinating with Lake Grove Water District (meeting 2/24).

Ben provided an update of the subcommittee work (see attached at the end of the meeting summary). He indicated that the Plant Subcommittee met to review the proposed planting palette and was generally supportive. Suggestions from that meeting will be incorporated into the next planting plan. The subcommittee will be getting together in the next couple of months to potentially visit a nursery to see the proposed plantings.

Brant highlighted the budget discussion from the last PAC meeting. He noted the design team will have a better idea of the project cost when the 95% plans are completed. At that time there can be a discussion on design and costs adjustments (if needed) and potential funding sources. If there is a discrepancy, the PAC may need to prioritize improvements.

3. Art History Update (Discuss & Decision)

Ben indicated that there was a need to work with a designer/fabricator to help conceptualize some of the design elements being contemplated. He's worked with Susan Jurasz of Sea Reach Ltd., a local interpretive design and fabrication company, in the past and she shared their experience with creating design elements similar to those being considered for this project. It was noted that there were a lot of ideas left to be discussed and finalized including the Chinese immigrant story. Additionally, there was concern for the timing of the scope of work and upcoming meetings and deadlines. If there is a deadline (June 95% plan set) for this work to be completed, then it needs to be communicated with them as soon as possible.

4. Wayside Conceptual Design (Discussion & Approval)

Ben and Jason presented wayside designs (see wayside illustration boards). It was noted that the "Zupan's" and "Gubanc's" designs are being developed at this time so the presentation focused on the other ten areas. Brant will be meeting with property owners to discuss the easements. In general, the property owner will be donating an easements for the wayside and the City will be paying for the improvements. Thus far, property owners have been supportive, but he would like to get the PAC's support for these designs before getting the final ok from the property owners. The PAC supported all of the designs presented with notes to follow up with Sea Reach on some of the design elements.

While each wayside may include distinctive features and design elements, there was PAC support for a materials palette that would be used throughout the streetscape that tied everything together such as natural stone on the retaining/sitting walls, Endicott Ironspot unit pavers, metal band accents to separate materials and colored and/or textured concrete.

Riccardo's:

- Design Elements: gargoyle head water fountain wall between concrete pilings (perhaps corten steel on the street side), colored concrete strips, street lights, easy maintenance low plants, benches and drinking fountain.
- Comments:
 - Will need to verify the improvements meet the sight vision triangle for the driveway. It was noted that the sight lines appear better now than before and the highest point on the fountain/wall is about five feet. The five foot bike lane should also provide additional clearance.
 - There are ongoing discussions as to who will maintain the improvements.
 - There will be additional plantings in planters on the private property side to help "soften" the hardscape. It was also noted that Wells Fargo allowed additional plantings to go in the triangle space north of this property.

O'Leary:

- Design Elements: Endicott Iron pavers, cast concrete separated with metal strips, Douglas Fir theme (or Ponderosa Pine), timber snags as art elements, low stone sitting wall, wood bench (reclaimed wood from project), street light and corten steel accents.
- Comments:
 - Lighting elements will include: street lights, down-lighting from sitting wall and up-lighting for tree snags.
 - There was some concern with how the tree snag art would weather and deteriorate. The team will look into this further, but it was suggested it could be a “fake” tree snag fabricated out of resin to represent different tree bark. Have Sea Reach research the options for the tree snag.
 - The type of metal bands/strips was also identified for further discussion.

Pho Lavang / Aaron Brothers:

- Design Elements: pavers, planted bank and steps for separation between public and private spaces, ADA pathway, benches, thin separation walls, decorative railings and palm trees (at the request of the owner).
- Comments:
 - Consider adding plants in planters in the public area to make it more inviting.
 - Since the project will be paying for the private sitting area, consider doing more than just standard concrete. At the minimum use colored concrete and perhaps add texture.
 - Use better illustrations of the space when talking with owners. At the minimum explain to the owners that the space will be well illuminated. (note: the PAC was viewing a print of a scene from the Sketch-UP model. When meetings are held with property owners, they view the model on a laptop which is more vibrant and interactive)

McDonald's:

- Design Elements: Clay pavers, stone wall, ADA accessible ramps and walkway with railings on east side (will try to avoid railing on west side of ramp), sign located near the bottom of ramp, stormwater planter with tree, bike rack, art, bench, and trash can.
- Comments:
 - Some did not like the original corten “boomerang” steel accents. Some liked the revised wall that has flatter corten elements. This design element is intended to deter skate boarders from sliding along the top edge of horizontal elements (“grinding” on the top of the walls). The wall can also be designed with subtle undulating vertical elements to prevent grinding. Since there was no clear consensus, this will be forward to Sea Reach for their input.

Lake Grove Plaza:

- Design Elements: ADA ramps, pavers and stone walls to match other areas at this signaled intersection.
- Comments:
 - The width behind the push button is four feet, the minimum width required for ADA access.

Jenike:

- Design Elements: pavers and curved stone sitting wall, art, iconic tree, trash can, ADA ramps and bolstered planting area.
- Comments:
 - Improvements will go right up next to the existing building. Grades will be challenging.
 - Additional work and coordination with the Planning Department is needed to determine where the signage will be located. This pertains to other sites as well.

Bar Marzocca:

- Design Elements: pavers, stone wall with railing, steps up to terrace area, pathway from sidewalk to front of building (four feet wide, may not meet ADA requirements).
- Comments:
 - The owner noted the east wall on the building might be opened to access the outdoor seating area.
 - Previous illustrations showed utility vaults in the southwest corner of the sidewalk area, but those might be relocated to the east side of BFR.

Albertson's:

- Design Elements: bus stop location, bench, slightly wider sidewalk area, trash can color concrete accent panels, metal banding bike rack and drinking fountain.
- Comments:
 - Improvements cut into the existing landscaping strip, but does not impact the parking lot.
 - Trees need to be strategically placed as to not interfere with bus functions and trees are typically placed at least 30 feet from any intersection.

Thompson/Adams:

- Design Elements: colored and scored concrete, drinking fountain, bench, trash can and landscaping.
- Comments:
 - Trees on the parking lot side of the improvements are proposed to be limited due to owner preference.

Vic's:

- Design Elements: New signage (design challenge), colored concrete panels, green screen panels flanking an interpretive wall panel, slight ramping on the sidewalk to meet door grade, bench, trash can and landscaping that turns the corner onto Reese Road. Also a bus stop location.
- Comments:
 - Preliminary discussions on the design with the owner have been positive.
 - The improvements at this location are not "paired" with street improvements on the post office or the gas station sites. Those locations are physically constrained and pose design challenges and will likely look like other sidewalk improvements along the corridor, rather than the waysides. The team will review similar surface treatments at the post office and Chevron within the normal sidewalk width.

5. Intersection Markers Conceptual Designs (Presentation & Discussion)

Ralph discussed the 8 points of design generated from subcommittee meetings and how it evolved into the sketches on the boards. The markers would be 7-10 feet tall and may sit back 10 feet back from the intersection point. The 8 points include:

- Iconic element
- Reflect the Lake Grove Community (flora, fauna, family)
- Illumination
- Mix of materials, stone, corten steel, glass to make it more "crystalline", more like a "crystalline shard", not an obelisk
- Ideas of sustainability, "native" theme, stress natural beauty of Lake Grove
- Fractal image
- Triangle shape may reflect "calm, safety, and stability"
- Lake Grove tree line

PAC comments:

- Triangle multi-dimensional shape allows 3 surfaces to interact with cars and pedestrians. Likes crystalline “shard” idea, adding more glass, and narrowed base (make it more shard like). Illumination is a must
- Can there be daytime illumination during gray dreary days?
- Likes the stone base, reflects the iron furnace heritage. Consider including metal arches in the stone base to further the smelter furnace connection.
- Would like to see more of an organic form and shard-like with different heights and angles. The shape is too much like the towers at the Oregon Convention Center, this needs to be a special identity for this area.
- It could be like a thunder egg, smooth on one side then crystalline on the other.

6. Mid-block Crossing Design (Presentation & Discussion)

Jason presented the mid-block crossing at Zupan’s and noted that the Gubanc’s/Riccardo crossing would be similar, but more challenging due to the grades. The design includes: a 10-foot wide ladder marked crossing, low level plantings, corten edging, cast in place colored concrete, landscaping and signage.

PAC members noted that it would be good to keep the slopes under 5% to avoid putting in railings (railings are not required if the elevation change is less than 6 inches which is true for this crossing). There was some concern about the width as it took away from the landscaping. The design could be narrowed as long as it is wide enough to accommodate two side-by-side wheelchairs. There will need to be further discussions on planning for future rectangular rapid flashing beacon signals.

Since this was not a decision item, the PAC supported the general direction of the design with more discussion at the April meeting.

7. Lanewood Intersection Update

Stacy reviewed the intersection design and noted design elements like the narrowed school road exit, the “truck apron” to allow the north-bound u-turn movement and that the “apple tree plaza” was to be retained. The design only proposes a north-bound u-turn to get to the post office and no south-bound u-turn at this time.

8. Public Comment

No public comments were received.

NEXT MEETING

Next meeting to be held Tuesday, April 18, at 9:00 a.m. – 11:00 a.m. in the Council Chambers at City Hall (380 A Avenue, Lake Oswego).

**Memo from Ben Ngan
Presented at 2/21/17 PAC Meeting
Summarizing Subcommittee Meetings**

BFR Progress in December and January

The last time we had a PAC meeting was November 15. At that meeting there was a major decision made to not include special paving at the 4 signalized intersections. It was decided to explore developing a vertical element, a 'marker', to provide a feature at intersections. During the last 2 months, we've been busy advancing the marker idea, finalizing wayside designs, and working with PAC subcommittees and property owners. The following is a summary of significant meetings:

November 21

Met with representatives from Wells Fargo Bank. Riccardo and Mike have been helping represent the City.

December 7

Plant Committee subcommittee meeting at City Hall. Pam Peterson/LO was in attendance. There was general agreement with the direction of the planting design.

December 14

Art/History subcommittee meeting at Tualatin Library. The subcommittee and designers walked part of the Tualatin River Greenway Trail to view some of the interpretive ideas installed. Met in the library to continue discussion on art/history elements for the streetscape. Ralph showed preliminary design concepts for the intersection markers.

January 4

Met with PAC co-chair to discuss postponing the next PAC meeting until February 21. Discussed interim meetings and topics. Focus on furthering conceptual design of intersection markers, final conceptual design of waysides and engaging a fabricator for art history elements.

January 18

PAC members got together with designers to discuss the design of the intersection markers. Ralph will continue that discussion today.

January 20

Met with City staff to preview the wayside designs. Received comments for revisions and further development prior to a review meeting with PAC members.

January 25

PAC members met Susan Jurasz of Sea Reach Ltd, a local interpretive design and fabrication company. PAC members talked about their ideas for art/history elements for the streetscape and Susan showed examples of projects they've been involved with. (Currently working with Sea Reach to develop a scope of work for their involvement in the project.)

February 1

Met with PAC members to review the wayside designs (all but the Lake Grove Shopping Center wayside). Received comments for revision and further development prior to February 21 PAC meeting.

Wayside Property Owners Meetings

Meetings were held with 4 wayside property owners representing 5 waysides during February. They were all positive meetings for following waysides: 1) O'Leary, 2) Vic's Auto, 3) Lavangs, 4) Riccardo's Restaurant, 5) Marzocca building (NW corner of new intersection), 6) McDonald's (NE corner of new intersection, 7) SE corner of new intersection, assumed part of McDonald's property.

Brant and Ralph met with Mike to discuss the wayside at Gubanc's. A redesign is in the works.