



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego Fire Station – Main Conference Room

October 27, 2015 - 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

City & Consultant Staff: Brant Williams, Sid Sin, Stacy Bluhm, Terry Song (WHPacific), Ralph Tahrán (Tahrán Architecture), Ben Ngán & Jason Hirst (Nevue Ngán), Eryn Deeming Kehe (JLA), Brian Copeland (DKS)

Audience: Rick Foggia (Olson Memorial Clinic), Jeff Gudman (City Councilor), Chris Hogan (Double K Ventures), Garrett Stephenson (representing McDonald's & Chevron), Glenda Hollenbeck (McDonald's), Mark Williams (Naomi's Lampshades)

1. PROJECT UPDATE

- Draft Design Acceptance Package to be submitted to the City and ODOT this week.
- Utility undergrounding cost estimates are lower than originally anticipated.
- Designers are refining the stormwater design and private property parking concepts.

2. LIGHTING

Eryn noted that the PAC had previously expressed a desire to not “overlight” the roadway and Brian noted that the PAC had also previously recommended that we not provide lighting in the median (other than the possible idea of providing accent lights for landscape elements). Brian also noted that uniformity of light is important because our eyes may have difficulty adjusting to different light conditions.

Brian noted that we could design to the lower end of the standards to address the PAC's desire to not overlight but our design would need to account for three different light conditions; sidewalk, roadway, and intersections (mid-block crossings would be treated like intersections). Sidewalks may typically be designed to 0.5 foot-candles, roadways to 1.0 foot-candles and intersections and mid-block crossings to 1.5 foot-candles. Brian stated that a likely pole spacing might be around 100' to 120' and that we would need to keep trees at least 20' away from light poles (actual distance is based on anticipated tree size).

Ralph noted that the lighting design strategy was “simplicity” and the goal was to provide safe lighting that meets city standards and to select lights that were as unobtrusive as possible yet sturdy enough to attach banners and/or hanging baskets, etc. Narrow poles were recommended due to the narrow sidewalk. Ralph discussed four different light styles; Ketchum (square pole), Ketchum Style with Pendant, Modern (round pole), and Shepherd’s Hook. Ralph also noted that the lights could be attached to signal poles to minimize pole clutter on the corners. Brian noted that we would need an arm of at least 4’ length to properly light the interior lanes of the roadway.

Ralph also noted that the design team had looked into the concept of having arches over the roadway but found that they would need to be 120’ long (requiring more right-of-way) and would need very large poles for support. This could be discussed further but scale and cost are a concern.

Comments and discussion:

- Riccardo: Likes Ketchum pole, curved arm on tall pole (to soften it and match the signal mast arms), and the pendant pedestrian light.
- Bruce: Likes Ketchum (because it is unique) with pendant and curved arm.
- Cheryl: Agrees with Riccardo but likes the Shepherd Hook pendant light that Mike shared.
- Mike: Likes round pole, narrow curved arm and a Shepherd Hook with some of the light source showing.
- Debbie: Likes curved arm and the Shepherd Hook that Mike shared.
- Carolyn: No preference on square versus round pole but does want narrow curved arm and a pendant like Mike shared.
- Trudy: Wants the lighting to be engineered for dark rainy nights with arm length to light the turn lanes. Likes the Ketchum Style with Pendant light with curved upper arm.
- Eryn summarized by noting that everyone liked the arched arm (which will likely be between 4’ to 6’ in length). And all attendees liked the pendant but some like the arched support while others like the squared arm pendant.

3. GREENSCAPE & EXPANDED SIDEWALK AREAS

Ben and Jason first reviewed the planting comments made at the Community Meeting and the design team’s response. They also provided a summary of the general planting concept endorsed previously by the PAC. This included a hybrid of native and cultivated planting arrangements that would be “wild” in character but would be more manicured/gardenlike (with showy flowers/color) at locations where pedestrians linger. Iconic trees would be considered for the median and “Pearl” or enhanced sidewalk areas. Many of the proposed plants have reddish-orange bark that would be further enhanced by perennials that bloom white, yellow, orange and red. A variety of planting textures will be used but the design team has also proposed some character plants that would be applied throughout the project limits to give a sense of cohesion to the corridor. The medians and sidewalk areas would have a mix of Upland and Lowland plant conditions.

The design team then walked thru their proposed plant palettes for the upland median, lowland median, the median at pedestrian crossings, sidewalk planters, and “Pearl” areas.

Comments and discussion:

- The diversity of trees is expected to be well-received by the public but concern was expressed about the large grass areas as they might become a fire hazard.
- A question was asked about the anticipated long-term size of the trees. Ben noted that growing trees in a hot urban environment will have an effect on full grow out so one might expect a height of 50' at maturity. Ben also noted that he is an advocate for installing younger trees because the older/larger trees are more likely to have their growth stunted.
- It was noted that business owners are concerned with trees blocking visibility of their business so providing breaks in the plantings (with irregular tree spacing) is desirable.
- It was also noted that planting areas near pedestrian crossings and driveways should not specify shrubs that would exceed 30" height in maturity to ensure that we have good sightlines for safe access and crossings.
- Someone commented that they liked the lower plantings and natural tree spacing (as long as we have shrubs) along the sidewalks.
- PAC members indicated that they were supportive of an irregular tree spacing and of not including a street tree in the sidewalk area if a larger tree that would grow out over the sidewalk could instead be installed in an adjacent "Pearl" area.

4. INTERSECTION: BOONES FERRY AT McDONALD'S

Brant noted that the adopted plans had depicted a signalized intersection at the McDonald's/Jenike driveway location but the City had been asked to investigate shifting the intersection to the north of McDonald's. Although that location seems to service the west side of the street better, the same could not be said of the east side. An accessway on the north side of McDonald's conflicts with the drive-thru operations of the restaurant. And Westlake Dental is constrained as well. Brant has already discussed this proposal with McDonald's representatives and they are not supportive of the change. Brant has also discussed this briefly with the owner of the Westlake Dental property who has also expressed reservations but Brant anticipated meeting with the owner to further discuss the proposal on-site.

5. PUBLIC COMMENT

Chris Hogan (Double K Ventures), Glenda Hollenbeck (McDonald's), and Garrett Stephenson (representing McDonald's) all spoke on their opposition to the proposal to shift the traffic signal to the north of McDonald's. It was noted that McDonald's services 30,000 customers a month so access is a key concern. McDonald's was investing into this property based on the expectation that access would be improved (as per the adopted plan) so a last-minute change affecting that access seems unfair. And not allowing left-turns in or out of their driveway would have negative impacts to the adjacent intersections due to the increase in U-turns at those intersections.

6. NEXT MEETING

Next meeting to be held Tuesday, November 17th, at 9:00 a.m. in Council Chambers at City Hall (380 A Avenue, Lake Oswego).