



Boones Ferry Road Improvement Project – Phase 1

Project Advisory Committee Meeting Summary

Lake Oswego City Hall - Council Chambers

May 2, 2017 - 9:00 a.m. to 12 p.m.

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

City & Consultant Staff: Stacy Bluhm, Erica Rooney, Katy Kerklaan, Scott Siegal, Johanna Hastay, Ben Ngan and Jason Hirst (Nevue Ngan Associates), Vaughn Brown (JLA), Ralph Tahrán (Tahrán Architecture, LLC), Brian Copeland (DKS)

Audience: Mike Ward, Rick Smith (DEA), Jason Irving (CM inspection), Nicole Nathan and Kelsey Ferreira Herrera (Lake Oswego Arts Council).

1. Welcome

Mike welcomed the group. All attendees introduced themselves. Both Mike and Carolyn indicated they appreciate the work done in preparation for this meeting and the information provided. If Project Advisory Committee (PAC) members are having challenges with materials, please let Mike or Carolyn know. Carolyn and Mike would like hard copies of the materials provided for the meeting.

2. Project Updates

- Project staffing

Erica outlined that the City is in the process of identifying a new project manager to lead the team into the next phase of the project (construction). The goal is to have someone on board in the next 2-4 weeks. In addition to Stacy and the project lead, Katy Kerklaan will be providing public outreach and, an administrative assistant would be involved as the project shifts into the next phase of construction. The City is currently preparing a request for proposals (RFP) for a construction management team. The City does not currently have enough staff on board for construction management (CM) and inspection. A RFP will be solicited in the next few weeks, to find a team of experts (approximately 2-3 people). Ideally a CM team will be hired this summer before plans are complete, in order to enable understanding of how the project will be built over an estimated 2-year construction period.

A committee member asked how long the staging plan would take to develop. Erica stated that when the CM is on board with the design team, they will look at the design plans and identify the staging. The

team aims to have the staging plans developed by late summer, to present at the next PAC meeting. The goal is to have a CM on board by July. Staging is part of the 95% submittal.

Vaughn indicated that there would be at least one more PAC meeting (possibly August), and then likely a public open house after the next PAC (possibly September).

A committee member asked if the trees would be removed in the fall and how notification would occur. Terry and Erica stated the tree removal process would be independent of the overall construction contract. The project team needs to consider the Migratory Bird Act requirements for tree removal. Erica mentioned that the tree removal process would likely go through the planning department, including notification requirements.

- Design progress

Terry updated the PAC on the following:

- Advance Plans, Specifications and Estimate for 95% Submittal, aim for late-July
- Continued developing utility relocation plans, met with PGE and other utilities, finalizing vault and transformer locations (work on resolving conflicts)
- Continued Neighborhood Traffic Management effort, developed conceptual plans for Waluga/Madrona and Lanewood Trail
- Right-of-way – appraisals, and negotiations in progress (Stacy will report)
- Developed Wayside concepts – presenting high level concepts today. Working with property owners on easements and legal descriptions
- Developed Marker concepts (Ralph to present today)
- Submitted stormwater report, working with City to review scope and work on alternatives for Reese Road and Bryant Road (replacement of pipe, upsizing capacity)
- Continued environmental clearance work (Air Quality and HazMat approved, No Effects Memo in review). Close to completing categorical exclusion document.
- Coordinating with Bruce and Lake Grove Water District

- Schedule

Terry provided an updated schedule for design. Streetscape elements are expected to be complete in early May. Submittal for 95% is expected in July, accommodating additional stormwater work. The team is hoping to have the right-of-way acquired by end of 2017. Early 2018 for bidding the project.

- Right-of-Way

Stacy provided an update on the acquisition process. 51 parcels are in the acquisition process. 50 have gone to city council. One is outstanding – relates to stormwater needs on Reese Road (reviewing stormwater report to verify what is needed there). Of 51, 21 properties have offers in hand. 8 have completed appraisals and appraiser setting up meetings to present the offer. The city is hoping to have 4 parcels donated – the Fitkin properties and Lake Grove Elementary School. That leaves 17 that are being prepared. The two biggest challenges are the siting of the PGE switch vaults and stormwater needs.

- Mid-block Crossings

Stacy reviewed the mid-block crossing option of installing a rectangular rapid flashing beacon at the two unsignalized mid-block pedestrian crossings. At this stage, the city is not proposing to install these, but

would like to make accommodations so they could be installed in the future, if deemed necessary. The beacons have been proven as effective for compliance for drivers when they start flashing, allowing safe pedestrian passage. The project team recommends waiting to see what traffic conditions arise once the project is complete, to determine if they are needed or not.

PAC discussion/comments:

- Is this the only option available to provide warning lights at an unsignalized crossing? Brian stated that the rapid beacons are proven to be the most successful and safe. Another option would be a HAWK signal, which is more active, rather than a passive warning system.
- Can the unsignalized crossings be signalized in the future if warranted? Could the PAC be informed of what the thresholds are so they understand what may trigger that, along with what signalization options are and how you would transition from an unsignalized to signalized crossing in the future? Brian said he could provide a memo at a later time. He also mentioned there needs to be at least 20 pedestrians an hour, and the data could be obtained once the crossing is opened.
- If they need to be upgraded in the future, is there anything they can do now to minimize costs later if they need to signalize? Erica indicated that the key is to leave those areas clear so if a foundation is needed in the future, there wouldn't be utility conflicts. Sleeves could be installed for power or possibly solar energy could be utilized for power.

3. Near-final Streetscape Design (report & input)

Art/History, Furnishings, Waysides, Planting & Lighting Plans

Art/History:

Ben indicated that he is seeking initial comments from PAC members regarding the ideas Sea Reach generated. Ben reviewed the following ideas:

Riccardo's wayside - number one idea is to enhance the space to figure out if the sight distance issues can be solved. Reminiscent of framing a room, but with no walls. Sight clearance issue is you see items in the distance that become a wall. Want to make sure it feels like its own space. Two metal lightweight pieces – least expensive material to work with.

Listening cones – thought they should be in project somewhere, maybe at Jenike. Put in a foundation for future sculptural artpiece, as don't want to compete with that in the future.

Tree log idea – a nursing log in intermediate and finished piece. Sea Reach could use logs from trees cut down and repurpose. Could be stylized by placing plants in it, or incorporate it into the wall as a sitting element.

Imagery of house – need a place that is large enough to install. Idea of doghouse and fountain. Lake Grove shopping center wayside earmarked for that area, however this depends on the driveway decision (1 or 2).

Poles with different things – plate with cover, rain drops and slashes (idea of rain). Thought bubble or hearts. Could be a good idea at bus stops, because it would protect you from the rain. Could break the

budget if put at six of the bus stops. Contemplating installing at the two waysides and one at the south, as a marker at the end.

Doorway threshold – can be put anywhere in the plan (scoring spacers). Could pave with different material, it wouldn't look out of place. Nine scoring spacers in the plan, less than 3 ft. wide square, band running all the way through the sidewalk – threshold you walk across.

PAC comments and discussion to pass onto Sea Reach:

- Could save a section of the tree and leave it outside to keep it decomposed a little for the tree log idea. Could show the stages of manipulation of the log – one left natural, one finished
- Incorporate a bike rack element to the doghouse
- Graduated seats work well at Vicks
- Lighted columns might compete with markers
- Design the doghouse as having a photo opportunity for social media
- Add in electrical availability for each of the spaces
- Appreciates the theme with artwork. How will these ideas fit in the corridor? Would need cooperation with properties.
- Bring back the idea of using the light poles for thought bubbles and hearts (may be cheaper to use the pole)
- Scale to sites and surroundings
- Request for understanding of the ideas for pavement interpretive elements or discussion of how to use the areas that have been identified. How might the poles/thought bubbles work with the seating in the waysides? How would the doghouse function with the dog bowl?

Mike mentioned that there may be additional opportunities for improvements in the Lake Grove, Lake Forest and Waluga neighborhoods through the City's neighborhood improvement grant program. The three neighborhoods have submitted an application to the planning department.

Waysides:

Jason provided an update on the Gubanc's Wayside. The current design shows a 12 ft. sidewalk that tapers to a 9 ft. driveway, a firepit, tables, cedar tree, bike racks and a wall on the inside of the planting area. Put forward idea of the 'nest' chair, but Gubanc's not a fan of that. It could be a potential sign location, designed to be colored with textured concrete. They are close on the types of elements and general locations.

PAC discussion/comments:

- Loves the fire pit – helps ground the project.
- What is happening on the sidewalk? Planting buffers the seating wall. No sound buffering really. Wanting it inviting and open, not enclosed.
- What is the grade change from sidewalk to entrance? (Less than a foot).

Mike Ward asked the following questions regarding the Gubanc's wayside:

- Is the wayside a public courtyard or commercial? A committee member stated that it will be a public easement.

- Will the firepit be on for a certain time? Mike has an apartment very close to the wayside, and said it is not unusual for teenagers to congregate in the McDonald's parking lot at night. A committee member mentioned that there would be some parameters with the fire pit hours, and he wouldn't see it being on all night but likely during Gubanc's restaurant hours. The committee doesn't want loitering. The new pedestrian elements incorporated will encourage more pedestrians, but the PAC is hoping to avoid intrusiveness.

Lighting:

Jason and Ben reviewed the tree lighting plan to incorporate up-lighting in several median locations. Mostly on evergreen species to look nice all year long. There is a possibility to light from two directions, so you can see the feature as you are driving each direction. Keeping away from the intersections to avoid clashing with marker lighting. Lighting might be subtle in the beginning until the trees grow bigger. Proposing for power outlets, so holiday lighting can be utilized in the medians. These would be in a random pattern, not uniformly spaced.

PAC decisions:

- Like the lighting plan ideas
- Not in favor of holiday lighting on street trees and sidewalk – do not install electrical outlets at base of trees on sidewalk.
- Install power outlets at the base of large trees in the upland areas
- Incorporate outlets at the top of the light poles for seasonal lighting
- Only provide space for one flower basket on the poles

The PAC discussed the option of providing banners on the light poles. There are 70 poles in total for the project. Brian indicated they would order the same type for all poles. Some committee members suggested installing a banner every other pole, or maybe every few hundred feet. This would then require different poles. Erica recommended against different poles because it is confusing for maintenance in the future. Designing for all poles to be fitted with banners gives flexibility for the future. A committee member asked if this might be cost prohibitive, and Erica mentioned it shouldn't be exorbitant, but it could even be more expensive to do different poles.

Brian mentioned that the design team needs to know soon to incorporate this into the 95% design. Brian suggested figuring out the worst case scenario i.e. banner and flower basket, and designing that.

The PAC agreed to table the decision about the banners.

Furnishings:

Bench and trash cans:

PAC discussions/decisions on benches and trash cans:

- Want to stick with one type for the trash cans.
- Don't like #2 – metal and recycling.
- Can we get a sense from the city of what's easier for the city with emptying?

- Okayed the bench.
- Tropical hardwood – issues with it.
- Riccardo’s – bench without a back? Jason mentioned there are backless varieties, and they can work with Riccardo’s to select a different bench.

PAC discussions/decisions on drinking fountains:

- Will there be dog dishes at every drinking fountain?
- Most like option one for a drinking fountain.
- Option three might be more welcoming.

The PAC decided to table the drinking fountain decision for a subcommittee meeting.

Planting:

On track with planting plan. Met with Pam Peterson and confirmed notion of making it special.

4. Intersection Markers Conceptual Design

Ralph reviewed the conceptual designs for the intersection markers. He presented some updated concepts he developed which incorporate PAC comments previously received requesting a more fractured or “shard” look:

1. Family of materials – includes native plants, perforated metal, internally lit, stone base, forms more of a lantern shape. Irregular sculpture, some glass as well. Reflects Lake Grove beginning to present. About 8-10 ft. tall.
2. Plough share – represents Lake Grove’s agricultural beginning. Simple, bold shape. Central eye with simple images, fir needles etc. About 8 ft. tall.
3. Symbolic bird shape – osprey beak, blue heron beak, and perforated metal lit from the inside, eye is lit too. Simple materials.
4. Same as #3 Symbolic bird shape, but with a different beak.
5. Opposing triangular shards – two offset from each other. Different planes to cut out, present lantern form. Two triangles.
6. Shard planter – offset triangular shapes from each other. Three lower ones make planter shapes, with vines that grow, trailing vines and landscape. 8-10 ft. tall.
7. Pyramidal shard – base with sketch of arches, metal, finish with glass, cut-outs of plant materials etc.
8. Varied facet shard – one or two planters, three of four triangles could move around at different intersections.

PAC comments and discussion:

- Likes the lantern and planter elements with cascading plants on option six, but keep it minimalistic.
- What is the maintenance element on these? Ralph indicated that removing the top to clean inside might be an option. Ben mentioned the planter could be seasonal – wouldn’t grow something permanently, could vary the plants. Would need irrigation/drip.
- For the concepts that have the glass, prefer the one piece/solid piece rather than segmented at the top.

- Likes the beaks. Could there be a different pair at different intersections? Ralph – would like to vary it at different intersections.
- Getting consensus is difficult to do, particularly on something so subjective. Concern that stair stepping/horizontal surfaces will result in moss and staining. Also, if too organic with planting materials it would conflict and compete with the medians. Try to keep the markers more simple, vs. less complex (for maintenance too). Inclination is to spin off Sea Reach which focuses on images that are diagrammatic.
- Take option seven with the spire, and instead of a spire, incorporate a house image which ties it back together, then set it on a solid foundation (i.e. granite) tying it to Lake Grove's solid foundation. Possibly incorporate dichroic glass, accessible at the base. More simplicity and not as much complexity.
- Will there be one style for all placements, or one style with different colors? If came up with one style, let's repeat it but vary in color. Ralph suggested that it could be the glass choices that vary. Stone and metal could vary. There are budget issues to consider, the more complex, the more expensive it will be.
- Need connection between Sea Reach ideas and Ralph. A lot of positive with option six. Landscape may conflict with median plantings. Ben and Jason said it would be a contrast with median planting on purpose.
- Stacy added, from a safety perspective, the pointy end could be an issue if cars hit it. Don't want to have too much ornateness for drivers to figure out what it is. Minimize driver distractedness by simplifying the visual impact.

Ralph indicated he will take the PAC feedback on board and report back.

5. Planning coordination

Scott and Johanna provided an overview on the planning coordination for property easements and acquisitions. Scott indicated that the Planning Department wants to provide a clear path for improvements and frontages for individual properties impacted by the right-of-way acquisitions. As a result of the project, 39 properties have an approximate reduction in landscaping or parking; 8 have parking impacts; 26 require relocation of signs or replacement of signs; many trees are coming out, some are going in.

The Planning Department is taking a two-pronged approach where properties see a reduction in parking or landscaping. The Department seeks to make the properties whole by either compensation or replacement parking on their properties, if they are inclined to do that if they have opportunities. On the frontage improvements, conditions may become non-conforming as to the parking requirements and minimal landscaping requirements. The current code provides some exception to that already, one for parking and one for landscaping. The code says if or when the property owner wants to expand their building you have five years and within five years you can expand it and take credit for the parking or landscaping that was lost. There are sunset clauses, however, only for building expansions. Scott is recommending amending the code to provide for a credit for the lost parking or landscaping on an ongoing basis. This would allow the property owner to take credit for those areas.

If properties want to replace parking themselves on their properties, then looking at a way to provide flexibility within limits. Today if properties wanted to do this with the project, they would need to go

through the development review process with public hearings etc. Planning intends to provide a clear path for those parking impacts too, i.e. the project takes 10 parking spaces, the property owner has the ability to replace 5, but this results in a reduction in buffering. The clause would be this needs to occur within two years, with a possibility of extending it to three years.

Scott indicated that the Planning Department briefed the Planning Commission at the last meeting and visited with the Lake Grove Business Association. Planning will develop a public review draft and share this with residents and property owners to view in the next month, regarding a code change to allow variances on specific properties. A Planning Commission meeting will be held in August, with Council adoption in October.

PAC discussion and comments:

- There has been a lot of discussion focused on the eight properties with parking impacts. The project team has developed schematics that shows the layouts that they have been discussing with property owners. A committee member wants to make sure there isn't a cart-blanc approach to reconfiguring the parking lots – this keeps it to a known understanding of what the change is. The property owners aren't required to make changes.
- The PAC would like as much public discussion and input as possible so they can get ideas from businesses and residents to discuss informally vs. in a public hearing format. Can the public review draft be as acceptable as possible before it gets to the hearing stage?
- Scot mentioned they are trying to provide an opportunity for property owners to replace parking on their property with as little complication as possible. The city will send the usual notices and circulation for draft public review.
- Are we being expected to take the schematics and come to an agreement before August? Scott said no, what the Planning Department is asking the Planning Commission and Council to do is to approve a code change to allow variances on these properties.
- Would like some history of parking for Keller Williams, trying to understand no-net loss. Stacy mentioned that Keller Williams currently do not have a 10 ft. buffer, so they are already not meeting the code, but the hoping not to push it further to make the buffer worse. Some properties have circumstances where the team prefers not to make them worse. May not be a parking reduction, but a buffer reduction.
- Does the public parking plan area help improve the loss of parking? The project team is trying to have no-net loss for parking.
- Tree loss and impacts to landscaping. Going to remove a lot of trees in the right-of-way. Should we consider having a grant program for the planting of trees on properties in the Lake Grove area? This could extend to residents abutting the properties as well. Policy recommendation as well along with code amendments?
- Would there be room to plant trees or would commercial properties be willing to plant on their properties? It would need to be site specific – can't give hopes that aren't realistic, as trees may not be able to grow in certain areas.
- Stacy – with acquisition process, concepts shown for recapturing spaces and cost estimates associated – that is part of the compensation process. No requirement for them to be included. One committee member wants the concepts to be included.
- Do all the codes have sunsets? Scot stated that they are proposing to eliminate current sunsets, so the reduction in parking and landscaping is a credit. The improvements, if they want to do

them, would have a timeline for two years to initiate and extend for one year – to do it in conjunction with the project.

- How many properties are non-conforming with current code? Johanna said this is unknown.
- Code amendment just for the eight properties? Scot said one is for the frontage improvements, and those that would be properties that would be non-conforming.

Scot mentioned they are looking at two options for the tree removal process. May do one overall or process a code amendment for enabling tree removal in same way as improvements. He wants to minimize confusion and complexity.

The PAC requested that the Planning Department provide a copy of the public review draft to the PAC one week prior to the public release. Johanna and Scot agreed they would circulate the document to the PAC for their review prior to finalizing, showing examples of appropriate balances or ones that might be sensitive. Schematics won't all be complete though.

6. Neighborhood Traffic Improvements & Street Signs

Stacy provided an update on the neighborhood traffic improvement options under discussion. She reminded the group that Brian's team developed a document including issues put forward by neighbors in Waluga, Lake Forest and Lake Grove, and potential ways to address concerns raised by each of the meetings. At the meetings, each of the neighborhoods identified their top issue to see what the project team could implement (within budget restraints).

- Waluga Neighborhood – it was noted that most neighbors preferred a driver feedback/radar spend sign to replace the flashing curve on Waluga Drive. Cheryl indicated the neighborhood supported the sign as the preferred option.
- Lake Grove Neighborhood – neighbors requested to extend a walkway on Lanewood Street to improve pedestrian safety by connecting Boones Ferry Road and Boones Way. The proposal is an asphalt trail connection that picks up where the trail was installed next to the bank. It would then carry through to Boones Way. A trade-off that was discussed was having a pathway which would remove parking in an area people do currently park, as the shoulder becomes used for the pathway. Mike mentioned he had spoken with several of the property owners and they seemed on board. He hasn't spoken to the one adjacent to the bank yet but will shortly.
- Lake Forest Neighborhood – the top issue identified at the meetings seemed to be cut-through traffic on Waluga Drive, in between Madrona and Firwood. Stacy mentioned several options that the team has proposed including:
 - a. Installing curb extensions, a proper pedestrian crossing and an all-way stop sign at the intersection of Madrona and Waluga. The purpose of this was to try and come up with ways to alleviate the problem without impacting Madrona neighbors.
 - b. Installing two-three speed bumps on Waluga Drive to deter traffic or force people to slow down. A negative side effect with speed bumps is the noise associated with them.
 - c. Installing a small 'chicane', which narrows the roadway to a single lane, requiring traffic to yield to oncoming traffic. This would create delays, resulting in commuters less likely

to use Waluga as a cut-through option. However, the pavement width is not much wider than a single lane, and this can't go narrower than 12 ft. There is only 30 ft. of right-of-way, so the chicane would not fit.

- d. Installing something similar to a 'chicane', using large eight inch wide markers, with pedestrian access on both sides of the street. It is an alternative to speed bumps, but aesthetically some people may not be agreeable to that.

Carolyn stated that she spoke with neighbors, and several people are not thrilled with the alternatives, instead proposing to turn the block into a one way street. However, that would divert all traffic onto Firwood, which neighbors may not be receptive to. A committee member asked when design would be for the planned pedestrian improvements funded in the current CIP to make that stretch of Firwood safer. The current CIP draft shows 2021 for design (not construction).

Stacy indicated that the alternative chicane option is still on the table. Carolyn requested that the project team hold a separate meeting specifically for this topic, to explain what the team has heard from neighbors, explain the options considered and what you can or can't be done.

Street signs:

Brian provided an update on street signs, which will be installed 20 ft. high on mast arms. The MUTSC specifies federal guidelines for fonts and sizes on signs. Some are standards and some are recommendations. The MUTSC recommends 12-inch height fonts on the signs. In discussions with Stacy and Amanda Owings (city's traffic engineer), Brian recommends 8-inch font, which is consistent with the rest of the city (i.e. Kruse Way signs). This is a balance between the mast arms and legible font.

There are different lettering styles, and there is a possibility of adding a small 8-inch x 8-inch pictograph or logo. Brian indicated there are several color options: blue, green, brown, white, black. Portland airport is blue. Portland South Waterfront mast arms are brown. Downtown Lake Oswego is brown or black.

The Boones Ferry Road sign is 90-inches long, but the PAC agreed it does look smaller as you drive along. Stacy suggested PAC members drive down Kruse Way and think about the sizing for the signs.

A committee member asked if the shaping could be changed on the sign, to consider putting something iconic on there. Stacy indicated the more complex it is, the more expensive it is.

7. Public Comment

None