



MEMORANDUM

TO: Jack Hoffman, Mayor
Members of the City Council
Alex D. McIntyre, City Manager

FROM: Boones Ferry Road Refinement Plan Project Advisory Committee

SUBJECT: Project Recommendations

DATE: July 08, 2011

I. Introduction

In September 2010, the Lake Oswego City Council appointed the Boones Ferry Road Refinement Plan Project Advisory Committee (PAC). The PAC has met 15 times since September, working with City staff and a consultant team led by HNTB, Inc., to develop a set of recommendations related to future improvements to Boones Ferry Road. This memorandum presents the PAC recommendations. The consultant's report regarding proposed Boones Ferry Road improvements is a separate document that includes specific diagrams and reports that are referenced in this set of recommendations. The memo and the report should be viewed together. The following sections are included in this memorandum:

- | | |
|---|---------|
| ▪ PAC Charge Statement | Page 1 |
| ▪ Overall Recommendation | Page 2 |
| ▪ Lake Grove Village Center Plan Consistency | Page 2 |
| ▪ Specific Recommendations - Key Issues Addressed | Page 5 |
| ▪ Additional Work/Issues to be Resolved | Page 12 |
| ▪ Conclusion | Page 14 |

II. PAC Charge Statement

The charge of the committee was set forth in Lake Oswego Resolution 10-61. The charge statement directs the PAC to:

- *Provide thoughtful and well considered recommendations to the City Council regarding the Boones Ferry Road Refinement Plan.*
- *Define and apply evaluation criteria in making recommendations. The evaluation criteria shall include consideration of property impacts, project cost, and conformance to the goals, policies, and action measures of the 2008 Lake Grove Village Center Plan.*
- *Review and make recommendations related to the consultant work on the following elements of the plan:*

- *Greenstreet and stormwater design;*
- *Pedestrian and bicycle improvements;*
- *Street and intersection design;*
- *Right-of-way alignment; and*
- *Economic impacts of the roadway improvements.*
- *Review and make recommendations related to the 22 proposed refinements that were part of the DKS study completed in October 2009 (Phase 1).*
- *Host open house sessions and serve as a sounding board for community comments on proposed improvements.*

The PAC has carried out the charge statement to the best of its ability. In making recommendations, the members have carefully considered alternative alignments, streetscape improvements, greenstreet concepts, economic and property impacts, project cost, and conformance to the goals, policies, and action measures of the 2008 Lake Grove Village Center Plan. The specific recommendations and findings of the PAC are presented below. Finally, to involve the community in the process, PAC members have hosted three public open houses over the course of the project. PAC members were also involved in a series of stakeholder meetings with property and business owners along the corridor.

III. Overall Recommendation

The PAC strove for consensus on its recommendations and in most cases recommendations were by consensus. Exceptions are noted in the Specific Recommendations section below. Minority reports have been provided regarding improvements at the Lanewood intersection and traffic calming at Madronna (see Attachment 6).

The PAC recommends that the City Council authorize funding for implementation of Boones Ferry Road improvements as described in the consultant's Boones Ferry Road Refinement Plan report. The concept plan for Boones Ferry Road calls for two travel lanes in each direction, bike lanes, sidewalks, new signals and pedestrian crossings, and a landscaped center median that will serve to capture stormwater runoff. The PAC recommends that the City complete the proposed financing study by January 2012 and then initiate a financing strategy that would allow the next phase of engineering work to begin.

IV. Lake Grove Village Center Plan Consistency

The Lake Grove Village Center (LGVC) Plan includes goals, policies, and action measures that are intended to help transform the district into a vibrant and walkable, mixed-use center. The current work on the Boones Ferry Road Refinement Plan is in direct response to Transportation Action Measures that were included in the LGVC plan. The key transportation related LGVC plan goals and action measures are listed and described below. The full text of the LGVC transportation concept is included as Attachment 1.

Goal 1- Transform Boones Ferry into a Great Street

Goal 2: Enhance Alternative Modes of Travel

Goal 3- Enhance the Pedestrian Environment and Connectivity

The goals and related policies call for development of an attractive street that promotes a safe, welcoming and convenient environment for pedestrians, bicyclists and vehicles, accommodates auto traffic efficiently, provides adequate vehicle access to meet the needs of businesses, and manages stormwater within the right-of-way.

The LGVC plan also includes specific action measures that direct the City to carry out actions to implement the plan. Key action measures related to Boones Ferry Road improvements include:

LGVC Plan - Action Measures

- i. *Village Center Access Management Plan*
- ii. *Street Design*
- iii. *Public Involvement*

The focus of the PAC's work was directly tied to these action measures. The elements of each measure are described below.

A. Village Center Access Management Plan

The Village Center Access Management Plan has two components: 1) a Traffic and Safety Analysis and 2) an Economic Impacts Analysis. As the LGVC plan was moving through the adoption process in 2007 and 2008, numerous concerns were raised about the impacts of the proposed median on traffic patterns, safety, and business viability. To address these concerns, the City initiated the Boones Ferry Plan Refinement Plan project in two-phases. Phase 1 was a technical analysis that focused on the traffic and safety issues. Phase 2 examined design refinements suggested in phase 1, alignment issues, the economic analysis, and aspects of street design including greenstreet feasibility. The PAC process also assured that the public was involved in the planning process.

1. Traffic and Safety Analysis - The transportation consulting firm of DKS Associates completed a technical report in 2009 that found that the proposed system of medians and u-turns would result in a safer corridor and could be designed to perform at acceptable levels of traffic flow, without major impacts to neighborhood side streets. The report included 22 proposed refinements that have been examined and addressed by the PAC. A list of the refinements and the PAC recommendation regarding each one is included in Attachment 2. Those refinements that involved more extensive PAC discussion are described in the Specific Recommendations section of this memorandum.

2. Economic Impact Report - The project consultant team included the economic consulting firm, FCS Group, to examine the economic issues. Based on a compilation of national data and applying the research to Lake Grove businesses, FCS found that most businesses would not suffer a negative impact due to the median because they either had access at signalized intersections or were primarily destination businesses rather than convenience or impulse businesses. FCS found that 23 businesses would see a short term impact due to the loss of the direct left turn access. They estimated that the loss would range between 2% and 10% and the impact would be dependent on the type of business (fast foods would see the greatest potential impact). On the positive side, FCS predicts that the losses would be short lived with overall increases in business throughout the district due to more nearby housing and better vehicular,

bicycle, and pedestrian access to the district from the surrounding area. The final FCS report is included in the consultant's report.

B. Street Design –Phase 2 of the Boones Ferry Refinement Plan was initiated to refine design concepts related to the road cross-section and intersection design, address road alignment and centerline location, and to generally identify areas where additional right-of-way will be needed to fit the preferred alignment and road improvements into the corridor. Phase 2 was not intended to begin detailed engineering design.

A key issue that was addressed in Phase 2 is the feasibility of the center median to serve as a greenstreet element to help treat stormwater. The consultant team included GreenWorks, PC to address the greenstreet and streetscape components of the plan. GreenWorks research found that the median would offer adequate capacity in terms of area required to treat stormwater and that, at minimum, portions of the median could be designed to treat stormwater, but that a final determination of greenstreet feasibility will be subject to issues such as soil percolation and utility placement.

C. Public Involvement – The PAC process satisfied the LGVC Plan intent for continued public involvement related to implementation of the plan and the Boones Ferry Road concept. The PAC met 15 times, attended stakeholder meetings with 14 property or business owners, and participated in each of three open houses prior to finalizing its recommendation to the Council.

D. LGVC Plan Amendments –In addition to addressing the specific action measures of the LGVC Plan, the PAC has worked with the consulting team to develop refinements and amendments to the LGVC Plan. For the most part, these amendments are a result of having more detailed information and better background data than what was available when the LGVC plan was developed. All of the refinements further the general LGVC plan goals of creating an attractive, safe street that will help to transform Lake Grove into a walkable, mixed-use center. The proposed plan amendments and related code concepts are described below in Section VI – Additional Work/Issues to be Resolved.

V. Specific Recommendations - Key Issues Addressed

This section of the memorandum describes the key issues and recommendations that the PAC addressed through the course of the project.

A. Road Alignment and Right-of-Way Width – One of the critical tasks assigned to the PAC was to be more precise about where additional right-of-way (ROW) will be needed. The timing of the City's road project is subject to future financing decisions and in the meantime, private properties along Boones Ferry Road will continue to redevelop. It is important to have that ROW located with as much detail as possible so that if redevelopment occurs, any road construction impacts to new buildings and site improvements can be minimized. In addition, locating the ROW will help to predict whether there will be potential impacts from any vertical relocation of the curbs to accommodate the greenstreet improvements. The existing conditions

and the complexity of the planned improvements for Boones Ferry Road make determining exact site impacts a very difficult task prior to more advanced engineering. The PAC's methodology to address road alignment and some of the key issues are described below:

Methodology/Evaluation Criteria – The PAC developed and discussed evaluation criteria early in their process, prior to examination of alignment alternatives. The criteria were not formally applied but the ideas expressed in the criteria were continually given consideration through the process (see Attachment 3). In particular, the criteria to comply with the Goals and Policies of the LGVC plan and the criteria to consider negative economic and the equity of property impacts were of paramount importance.

As the consultant team presented alternative alignments with varying degrees of property impact, the PAC process evolved and an informal approach was applied that minimized impacts, first to existing buildings, and then to areas that would directly impact business operation, and finally to parking areas and landscaping. It was assumed that if the road is built prior to redevelopment, the road project should avoid taking buildings to the extent possible.

Intersections and Transitions – The direct impacts to private properties are a critical concern for the PAC just as they were for the Lake Grove Village Center Advisory Committee. The Lake Grove Village Center Plan attempted to minimize property impacts by calling for improvements to be contained within an 82-foot wide ROW to the extent possible, recognizing that at intersections the ROW may need to be wider. As refinement plan design work has progressed and more information has been collected about intersection design, intersection frequency, queuing lengths, and the transitions between intersections and narrower segments, it has become apparent to the PAC that an 82-foot right-of-way will not be adequate to accommodate the necessary improvements in many locations along the corridor (See the Right-of-Way Width Diagram - Attachment 4). Only in the longer uninterrupted segments outside of the intersections and transitions can the roadway width remain at 82 feet. Generally, the intersections and transition areas have a greater width to accommodate U-turns at intersections. U-turns require a turn lane, a median, and two travel lanes to provide sufficient space to accommodate most vehicles. The widths for each of the features needed at intersections are listed below.

Boones Ferry Road Improvement Width at Intersections

Four – 11-foot travel lanes	44 feet
Two – 5-foot bike lanes	10 feet
Two – 9-foot sidewalks	18 feet
One – 10-foot median	10 feet
One – 10-foot turn lane	<u>10 feet</u>
	92 feet

Today, the Community Development Code requires a 50-foot setback from the centerline of Boones Ferry Road. This setback line was established with the assumption that a 100-foot cross-section is needed for ROW improvements. With the changes proposed in the refinement plan, the 50-foot setback can be reduced to match the width of the ROW that is needed at any

given point along the corridor, i.e. a 46-foot centerline setback would be required at intersections and a 42-foot centerline setback would be required in the uninterrupted segments between intersections, beyond the transition areas. In either case, the reduction in the setback would benefit the adjoining commercial property by providing additional developable space on the property.

Constrained Sections – In some cases through the corridor, the location of existing buildings and site facilities have created constrained sections where the full ROW improvements cannot be constructed without severe impact to the building or business operations. In these “constrained sections”, the refinement plan includes sidewalks that are reduced to five feet in width to minimize the property impacts. It is assumed in these cases, that with site redevelopment, the sidewalks will be widened to the full planned width. The PAC assumption, consistent with the LGVC plan, is that if medians were reduced rather than the sidewalk, the median would never be rebuilt but the sidewalk can be expanded with redevelopment.

Surveyed Center Line – Boones Ferry Road is an old “farm to market” road that has undergone many changes over the years and survey information is inconsistent. This has meant that as road improvement projects and right-of-way dedications have occurred they have been done to match a construction center line rather than an actual surveyed center line. This has created some uncertainty and will continue to cause a degree of uncertainty until the construction survey for the proposed road project is completed. The initial proposed road alignment for the refinement plan was drawn using the actual painted centerline that exists today as the starting point. Road alignment options were then developed. First, the PAC examined an alignment that was drawn with the assumption that any widening would take equal amounts of land from both sides of the street. Given the impacts to existing buildings that would occur under this option, the alignment was then shifted to better avoid property and building impacts. The resulting alignment, when viewed in a cross-section, does not impact properties equally on either side of the center line but when considered along the full length of the corridor, the alignment does minimize impacts.

To assist in providing certainty to property owners about what land is needed for future ROW, the PAC strongly believes a new center line survey of the proposed alignment is needed as a follow-up to this project.

Vertical Elevation of Road Improvements – The final curb location and the sidewalk location in front of a property is not solely dependent on the road ROW width. Because the proposed Boones Ferry Road improvements are intended to be designed with a center median greenstreet feature, the entire street profile will need to be reconstructed with drainage to the center instead of to the outside curbs. This means that the vertical elevation of the outside curbs (and the abutting sidewalks) cannot be determined until the road engineering is complete. Because of this, frontage improvements that occur with redevelopment prior to the road design and construction may be at risk of needing to be removed and reconstructed when the road is built.

Conclusion/Recommendation - The final alignment maps (Appendix A) in the consultant's report provide the PAC's best effort at an alignment that minimizes property impacts while addressing safety and operational concerns. It is recommended that these alignment maps be used to guide the next phase of engineering for the project. In addition, it is recommended that a new center line survey of the alignment be produced to guide City requests for ROW dedications for redevelopment in advance of the road project construction. In constrained areas where sidewalk width has been reduced, full ROW width for 9-foot sidewalks should be dedicated at the time of redevelopment.

B. Phase 1 Refinements - Phase 1 of the Boones Ferry Road Refinement Plan included 22 refinements recommended by DKS, Inc. (see Attachment 2). The PAC has reviewed the 22 refinements and accepted some and rejected some. This section of the memorandum provides a discussion of some of the key refinements.

Lanewood Signal - DKS recommended that the proposed signal at Lanewood be designed with 4-way access to the intersection with the leg from the Lake Grove Elementary School having full access to the traffic signal. The PAC explored a number of options for the west leg of the intersection including: 1) Leaving it similar to today limiting access to one-way out only; 2) Providing two-way traffic to the proposed veterinarian parking lot behind the new Sherwin Williams Paint store with one-way out traffic from the school; 3) Providing two-way access all the way to the school. These concepts were presented to school district officials and to the owner of the proposed veterinarian clinic and both parties preferred option 1 with access out only. The owner of the veterinarian clinic was worried about commercial cut-through traffic across his parking lot.

The PAC considered this input but took a long term view, recognizing that uses and conditions in the area may change over time. The PAC voted to support a 4-way signal and to restrict the west leg of the Lanewood intersection to one-way out only but added that the intersection improvements be designed so that it could be converted to two-way access at some point in the future if conditions change. This was not a consensus decision. A minority report addressing this subject is included as Attachment 6.

Signal at Madrona/Pedestrian Crossing at Lake Grove Shopping Center – The PAC agreed with DKS that the signal proposed near Starbucks at the Lake Grove Shopping Center should be relocated to Madrona and that a new pedestrian crossing should be installed near the Starbucks. The change provides better spacing of signals and allows u-turn access to businesses on the southeast side of Boones Ferry Road. The proposed improvements at the Lake Grove Shopping Center include a break in the median to allow southbound left turns into the center. This break was needed to relieve pressure on the Boones Ferry/Bryant intersection for southbound cars attempting to access the shopping center.

The recommendation for approval of the new signal at Madrona is with the understanding that traffic calming/mitigation will be provided to discourage vehicles from cutting through the neighborhood. No specific traffic calming design is recommended at this time. Attachment 6 includes a minority report regarding a specific design for diverting traffic at this location. The

issue was discussed by the PAC but no recommendation was made given that most PAC members felt that more information about traffic flow would be needed before a specific design could be selected.

Bryant and Boones Ferry Intersection – The PAC supports the DKS recommendation for adding a lane for northbound traffic on Bryant at the Boones Ferry intersection. The PAC rejected the concept for a double left-turn pocket from Boones Ferry southbound onto Bryant. PAC members felt this improvement would increase the size of the intersection to unacceptable widths, would have too great of an impact on the Bank of America property, and would simply push the congestion down Bryant to where two southbound lanes would need to merge into one. The PAC supported the idea of extending the single Boones Ferry-to-Bryant left-turn pocket so that it could hold more vehicles. This extension has the negative effect of eliminating a proposed pedestrian crosswalk at Quarry. The PAC believes that a new signalized intersection at McDonalds will provide an appropriate crossing location that will not be too far out of direction for Quarry pedestrians.

Left-Turn Pockets and Right-Turn Deceleration Lanes – The PAC rejected the proposals for deceleration lanes into the Lake Grove Shopping Center and into the Post Office. In both cases, the PAC believes that having cars slow down slightly to make the turning movement will not interfere with traffic flow. In general, the PAC recommended that Turn Pocket lengths be no longer than necessary based on the transportation model.

Pedestrian Crossings – DKS recommended that new pedestrian crossings use HAWK signals. The PAC was advised that it not specify a particular type of signal because technology may change and the HAWK signal may no longer be the best signal to install when construction occurs. The PAC specified that the ultimate performance of the pedestrian signals be of a type that requires cars to stop with a red light rather than a flashing yellow light. The PAC is concerned about pedestrian safety and supports using the best technology and state-of-the-art crossing signals when the signals are installed.

As stated in the LGVC Plan, pedestrian crossings are to be constructed of textured concrete similar to downtown Lake Oswego but consistent with the Village Center theme.

Alleys and Accessways – The PAC rejected proposals for new access lanes or alleys and chose instead to maintain the current development code requirements that parking lots be connected to allow cars to move from property to property.

Side Street Projects – The PAC supports the sidewalk and pathway improvement projects outlined in the LGVC plan. In addition, the PAC recommends that the City’s plans (including



neighborhood plans) for the trail and pathway system be aligned to complement the planned LGVC improvements and that a high priority be placed on those projects that connect to pathways and sidewalks within the LGVC.

The PAC approved the concept of traffic calming improvements along Waluga, Firwood, Quarry, Oakridge, Reese, Lanewood, and Douglas.

The PAC rejected the concept that bike lanes be installed on Firwood, Oakridge, Reese, Lanewood, and Douglas. The PAC instead supported bike routes on these streets as shared facilities as called for in the current comprehensive plan and LGVC Plan.

Conclusion/Recommendation - Recommendations for all 22 refinements are specifically listed on Attachment 2.

C. Greenstreets – The PAC recommends that the project proceed with the concept of the center median as a greenstreet improvement that would help to treat stormwater runoff from the public street system. The PAC considered options that would direct stormwater to swales on either side of the street but determined that the center median solution offers a number of benefits including:

- It serves multiple functions such as an access management feature, as beautification and landscaping, and as a pedestrian refuge for people crossing the street.
- It may be less costly over the long term given that there is only one central swale to maintain rather than multiple features on different sides of the road.

Conclusion/Recommendation – The PAC recommends that the greenstreet concept described in the consultant’s report be advanced into the next stage of engineering design. The PAC recognizes that with further analysis, soil percolation and the location of existing utilities may impact the design and overall feasibility of the greenstreet concept. If the greenstreet design is ultimately determined not to be feasible, the PAC recommends that the median be retained in the design for traffic management, pedestrian safety, and beautification. If the median is not used as a greenstreet feature, the designers should consider options for stormwater treatment in landscaped strips along the curb and in shared facilities on private property.

D. Streetscape Character – In response to PAC direction, the consultant has developed a streetscape concept that emphasizes natural elements such as stone, water, and iron along with a focus on the “grove” of Lake Grove. A key feature of the streetscape character is the careful and strategic use of larger scale evergreen fir trees in the median, at gateways, and in the gathering places and pearls identified the LGVC plan. When used in the median, the firs need to be sited so that they do not significantly block views of businesses along the street.

As mentioned earlier, the median will be designed to capture and treat stormwater. The median therefore, must include trees and plants that are well suited to wet soil situations. The streetscape concept includes lowering and raising portions of the median so that it can support both the upland fir trees as well as trees more suited to a wet environment. The overall design should place a higher priority on creating a functional greenstreet than on providing areas for

the upland components. It is envisioned that the upland fir areas be used as accents along the corridor and that the spacing of the plantings not be done uniformly. This pattern is intended to contrast with the more uniform spacing of street trees in planters between the curb and sidewalk.

The streetscape concept includes street trees in tree-wells and stone details that help to separate the pedestrian from the curb line and traffic (see Figure 15).

The Streetscape Design Concepts included in Appendix B of the consultant report were presented to the PAC but the PAC did not make a formal recommendation in regard to the majority of the ideas presented. The set of design concepts should be considered for further review and use in the development of the Streetscape Element of the Lake Grove Village Center Design Handbook.

Appendix B also includes street tree concepts and a set of suggested median and sidewalk trees. The trees are representative of the types of trees the PAC would like to see included in the final design for the street improvements. The ultimate landscape design should include a variety of tree species within the corridor.

Conclusion/Recommendation – The PAC recommends that Figure 15 in the consultant’s report serve as the framework for streetscape improvements along Boones Ferry Road. Appendix B should be used to help develop the Streetscape Element of the Lake Grove Village Center Design Handbook.

E. Sidewalk Improvements – The PAC has worked to balance the concept of creating a safe, comfortable pedestrian environment along Boones Ferry Road with the private property needs of business along the corridor. The PAC has adhered to the LGVC Plan concepts for nine-foot wide sidewalks along the street and narrower, interim five-foot wide sidewalks in constrained sections (ultimately widened to nine feet upon redevelopment). The urban design concept outlined in the LGVC Plan calls for a storefront environment along Boones Ferry Road with sidewalks and street trees.

The PAC has selected a sidewalk concept that provides a five-foot pedestrian zone and a 3.5-foot tree-well/street furniture zone adjacent to the six-inch curb. This concept is depicted in the consultant’s report (see Figure 15). As conceived the tree-wells are 3.5 feet in width and 20 feet in length. The long dimension along the street allows for additional plant material and stone work that is intended to add a sense of separation between the five-foot pedestrian zone and the street.

Recommendation – The PAC recommends that Figure 15 in the consultant’s report serve as the framework for sidewalk improvements along Boones Ferry Road.

F. Economic Analysis – The Economic Impact report prepared by the FCS Group is included in the consultants overall report. The Economic Report examined the redevelopment potential

within the district, construction impact, and permanent economic impacts. FCS made the following findings:

- As currently depicted, the street improvements would result in the need to relocate one business – the Casa del Pollo Restaurant on the Naomi’s Lampshade property.
- Parking impacts vary with location. Some properties, Journey’s travel, Wells Fargo near the Lake Grove Shopping center, and the Lake Grove Garden Center have greater parking losses than other sites. The LGVC plan calls for a no net loss of parking within the district so there will need to be a strategy to mitigate for any parking losses.
- 24 businesses may experience a short-term customer loss of between 2% and 10% due to the restricted left turn movement caused by the median. With growth in the district, these losses are predicted to be off-set within 2-3 years of construction.
- Overall business activity is expected to increase by 33%-50% by the year 2035.

Conclusion/Recommendation - The PAC concludes that the long term benefits of the proposed road improvements outweigh the short term impacts.

VI. Additional Work/Issues to be Resolved

A. Design Issues – Through the course of the project, the PAC has identified a number of key design issues that require further attention. Many of these issues arose from meetings with property owners and stakeholders. Attachment 5 is a summary of the stakeholder meetings. Some of the key design issues are described below. These issues are indicative of the types of problems that may be encountered on other properties through the corridor. The PAC recognizes that there are other design issues that will arise during engineering design that have not been identified by the limited set of stakeholders that were contacted for this phase of the project.

Lake Grove Post Office – The post office entrance and driveway will likely need to be reconfigured with the main entrance off of Oakridge and the exit onto Boones Ferry.

Chevron – The Chevron owner expressed concern about the possible loss of the pass-by lane at his outside pump if the ROW was widened. The PAC expressed a desire to maintain the pass-by lane with a narrower sidewalk at this location.

Naomi’s Lampshades – The Casa Del Pollo (small red café) will need to be moved and parking will be impacted.

Lake Grove Garden Center – The parking will need to be reconfigured as parallel parking along the front of the building or ROW.

Bank of America – Parking losses will need to be addressed. The drive-thru may lose the pass-by lane.

Key Bank – There will be a change in the traffic flow with elimination of the northern Bryant ingress.

Timothy Edvalson Dentist – The loss of a handicap parking space will need to be addressed.

B. Parking – The Lake Grove Village Center Plan includes a policy that states the road improvement project shall result in no net loss of parking in the district. Preliminary estimates indicate that approximately 58 parking spaces will be affected by the proposed project. As the road project moves forward this issue must be addressed. Parking is viewed by the PAC as an economic issue that is critical to the future of the LGVC. To mitigate for parking impacts, it will be necessary that new parking facilities be developed prior to or as part of the road project. The PAC recommends that the City actively pursue the purchase of property for parking facilities as opportunities or the need arise. Replacement parking should be done by district as identified in Figure 7 of the LGVC Plan (north, central, south); i.e., if parking is lost in the southern part of the district, the replacement parking should be provided in the southern portion of the district.

C. Plan and Code Amendments – The PAC identified a number of plan and code amendments that should be adopted as a result of the refinement plan. These include:

- Plan map and text amendments related to signalization at Madrona.
- Plan map and text amendments related to the pedestrian crossing at the Lake Grove Shopping Center near Starbucks.
- Plan map and text amendments related to the elimination of the pedestrian crossing at Quarry.
- Plan text amendments to better describe references to the roadway width and to clarify the approach for constrained sections.
- Code text amendments to the non-conforming use section of the code so that property owners are not penalized when the City purchases ROW or when property owners dedicate ROW. Key issues to address include loss of parking and landscaping and compliance with lot coverage and floor area ratio standards.
- Code text amendments to assure that upon redevelopment five-foot sidewalk segments are widened to at least nine feet. Text amendments to better define what level of redevelopment triggers sidewalk widening.
- The Parking Facilities and Access Coordination Map (CDC Appendix 50.11A.050-B) should be amended to shade the Lake Grove Elementary School site adjacent to Boones Ferry Road and the north property line driveway which would then require school redevelopment to be designed to provide shared access with abutting sites.

Add a plan policy to look for opportunities to treat private stormwater within the public greensteet system if capacity is available and to jointly develop shared stormwater facilities at “pearls” where possible.

D. Financing Strategy – Over the latter half of 2011, the City will be conducting a study to recommend a financing strategy for the projects identified in the Lake Grove Village Center Plan including the improvements to Boones Ferry Road. The PAC supports the approach of evaluating possible funding sources and assembling a strategy that is designed to emphasize and fund projects that serve as catalyst projects for private development. The PAC supports an open public process for evaluating funding options consistent with Policy 10.5 of the LGVC. The policy states:

Establish at the outset an extensive, neutral and thorough public process for review and recommendation of potential funding mechanisms prior to adoption.

The PAC believes that the improvement of Boones Ferry Road is a vital ingredient for the redevelopment of Lake Grove and to allow the district to evolve into the mixed-use center envisioned in the LGVC Plan.

E. Project Engineering - Once a funding strategy has been identified and the project timing can be established, a program for completing the project engineering can be established. The PAC recommends the following:

- As soon as possible, in order to provide greater certainty to property owners and developers, the City should complete a new survey of the proposed roadway centerline and ROW needs. The survey should, to the extent possible, accurately identify property that will be needed for future ROW.
- As funds become available, continue to conduct engineering tasks to move the project toward the 35% completion of engineering design.
- The City should develop a work plan and timeline for 35% and 65% engineering design completion.

VII. Conclusion

The PAC recommends that the City Council accept the Boones Ferry Road Refinement Plan and take the following actions:

- Initiate the recommended plan and code amendments.
- Direct staff to utilize the proposed alignment maps for development review for any development projects along the corridor.
- Complete the funding strategy report by January 2012 and direct staff to implement a preferred funding approach.

Attachments:

1. Excerpt from the Lake Grove Village Center Plan
2. Refinement Table
3. PAC Evaluation Criteria
4. ROW Width Diagram
5. Stakeholder Meeting Summaries
6. Minority Reports

