

West Boardman Lake District Plan

September 12, 2016 City Commission Meeting



SMITHGROUP JJR

CDM
Smith

W  Boardman Lake District

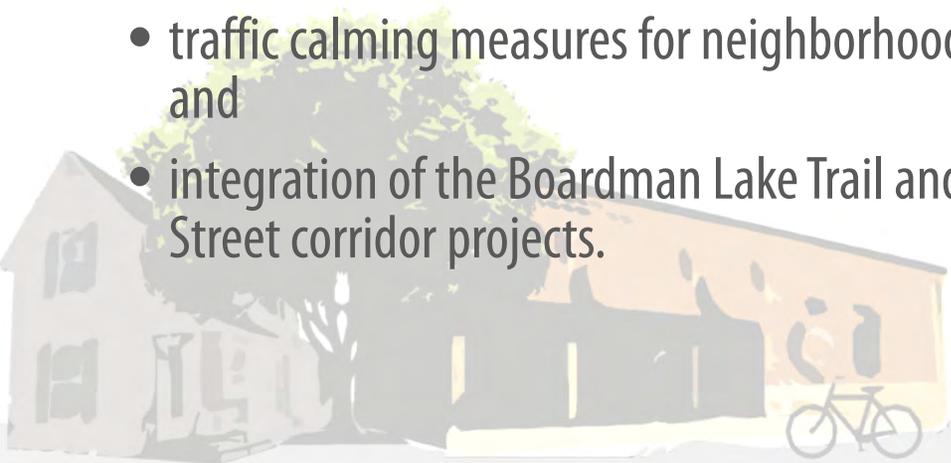


West Boardman Lake District



The County and City partnered to engage the public to develop an area plan for the West Boardman Lake District that includes:

- land use concepts for the development of Brownfield properties,
- transportation infrastructure,
- traffic calming measures for neighborhood streets, and
- integration of the Boardman Lake Trail and Eighth Street corridor projects.



Stakeholder Committee

Karla Stretten

Jack Cramer

Jerry Harwood

Andy Olds

Bill Danly

Seamus Shinnors

Mary Erickson Burget

Cecil McNally

Jamie Martin

Mark Crane

Cristina Crissman

Steve Nance - Oryana

Lindsay - McGough's

Jay Feldman



Public Input

October (Kickoff)

- Staff, Stakeholders

March (Goal Session)

- Staff, Stakeholders, City Commissioners, Business Owners

April (Conceptual Drawings)

- Staff, Stakeholders, City Commissioners, Business Owners, Old Towne Neighborhood
- Open House

May (8th Street Coordination)

- 8th Street team, Staff

June (Alternative Edits)

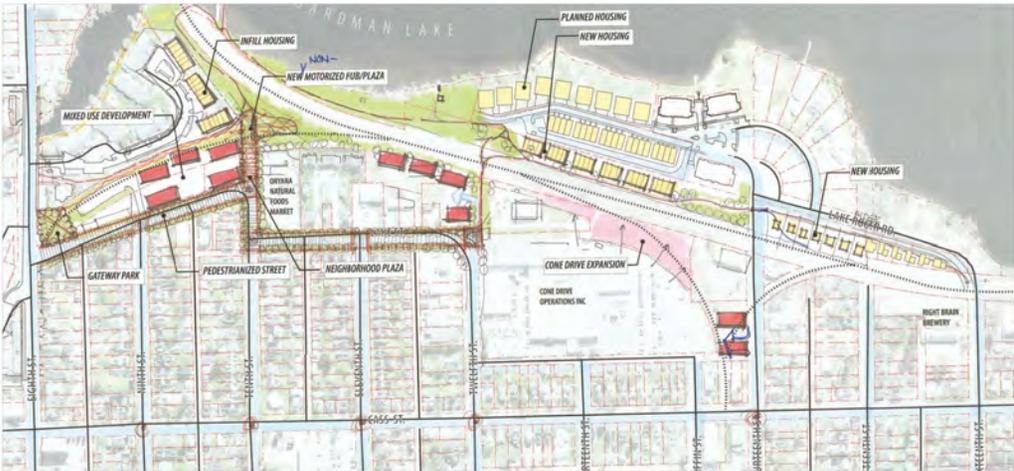
- Stakeholders, Staff, Open House, Planning Commission

August (Fine Tuning)

- Stakeholder Committees (2)



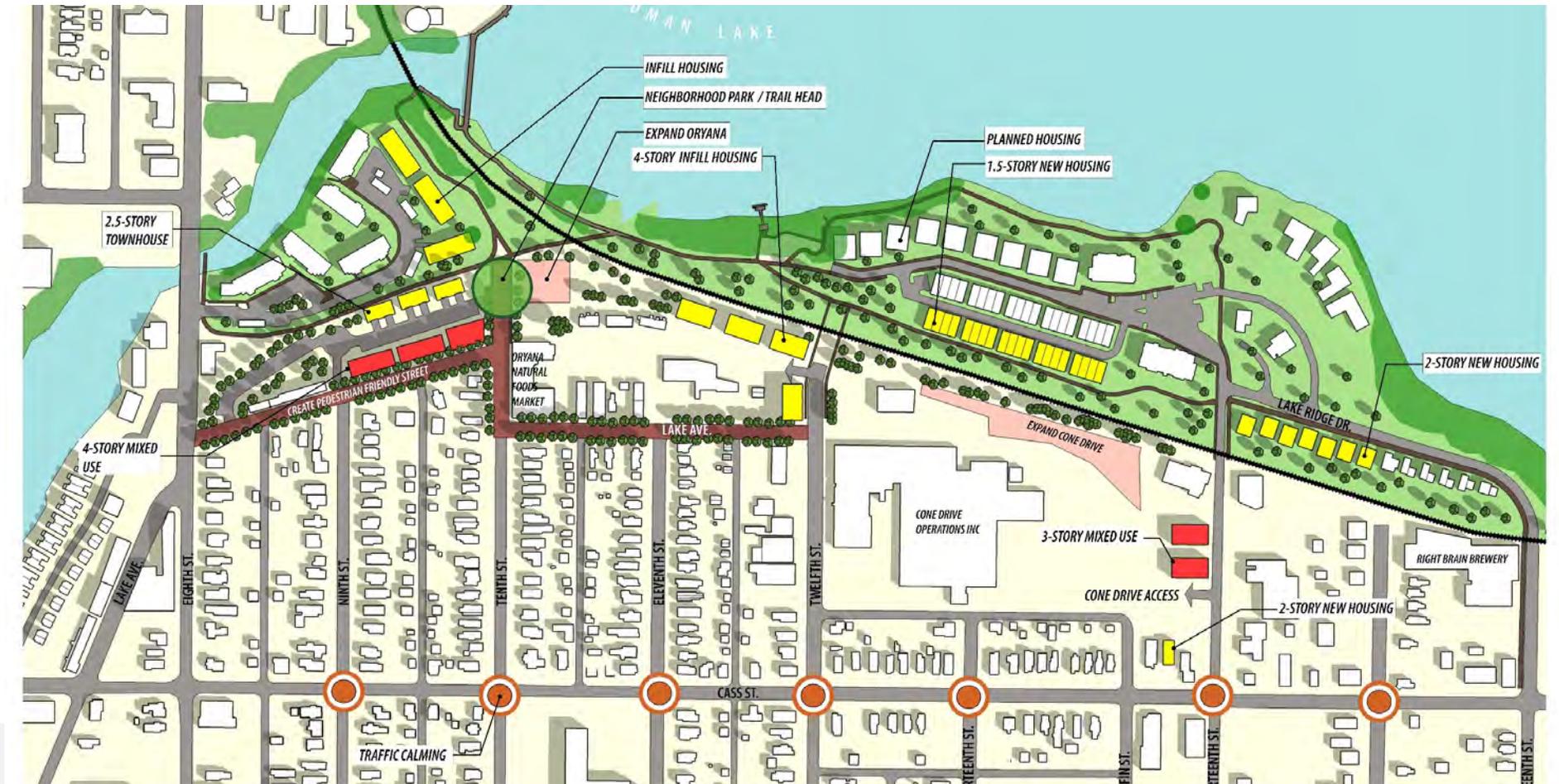
Alternatives Discussed



A word about development potential

	Development Challenges			
	MDOT R-O-W Acquisition (surplus)	MDOT R-O-W Acquisition (New)	Private Land Involvement	Other
Area A: 8th to 10th	Yes	No	Property Owners would need to collaborate.	Potential site contamination; Overhead utilities
Area B: 11th to 12th	Yes	No	Requires interest on Cone Drive's Part for development	Potential site contamination
Area C: 12th to 14th	Yes	No		Potential site contamination
Area D: Riverine Expansion	No	No	Expansion of Riverine may limit interested development partners	Sale of public land requires community vote
Area E: Lake Ridge Expansion	No	Yes	Expansion of Lake Ridge may limit interested development partners	Potential site contamination; Requires relocation of path; Overhead utilities

Comparative Alternative: No New Street



Comparative Alternative: No New Street



Comparative Alternative: No New Street



Detailed Design Studies



Detailed Design Studies: Developing in the Rail R-O-W



Detailed Design Studies: Comprehensive Redevelopment



EIGHTH STREET

NEW PUBLIC PARKING

MCGOUGH'S

LAKE STREET

TOWNHOMES

OVERHEAD UTILITY POLE

4-STORY STACKED LOFTS

FIRST FLOOR RETAIL/ APARTMENTS (4 STORY)

30 ADDITIONAL PARKING SPACES

PARKING SPACY

Detailed Design Studies: Improving Lake Street



Comparative Alternative: No New Street

Measurables

- 8.3 acres of developable land illustrated, access from local streets
- 177 new residential units
- 15,000 square foot of neighborhood retail/maker's space
- \$12.5-17 million in post development SEV
- \$1.5-2.5 million in construction costs to improve Lake Street
- \$150-200,000 in construction cost for relocated path
- Increases daily traffic volume on Cass Avenue by 5% with modest development scenario.



Alternative A

Pros

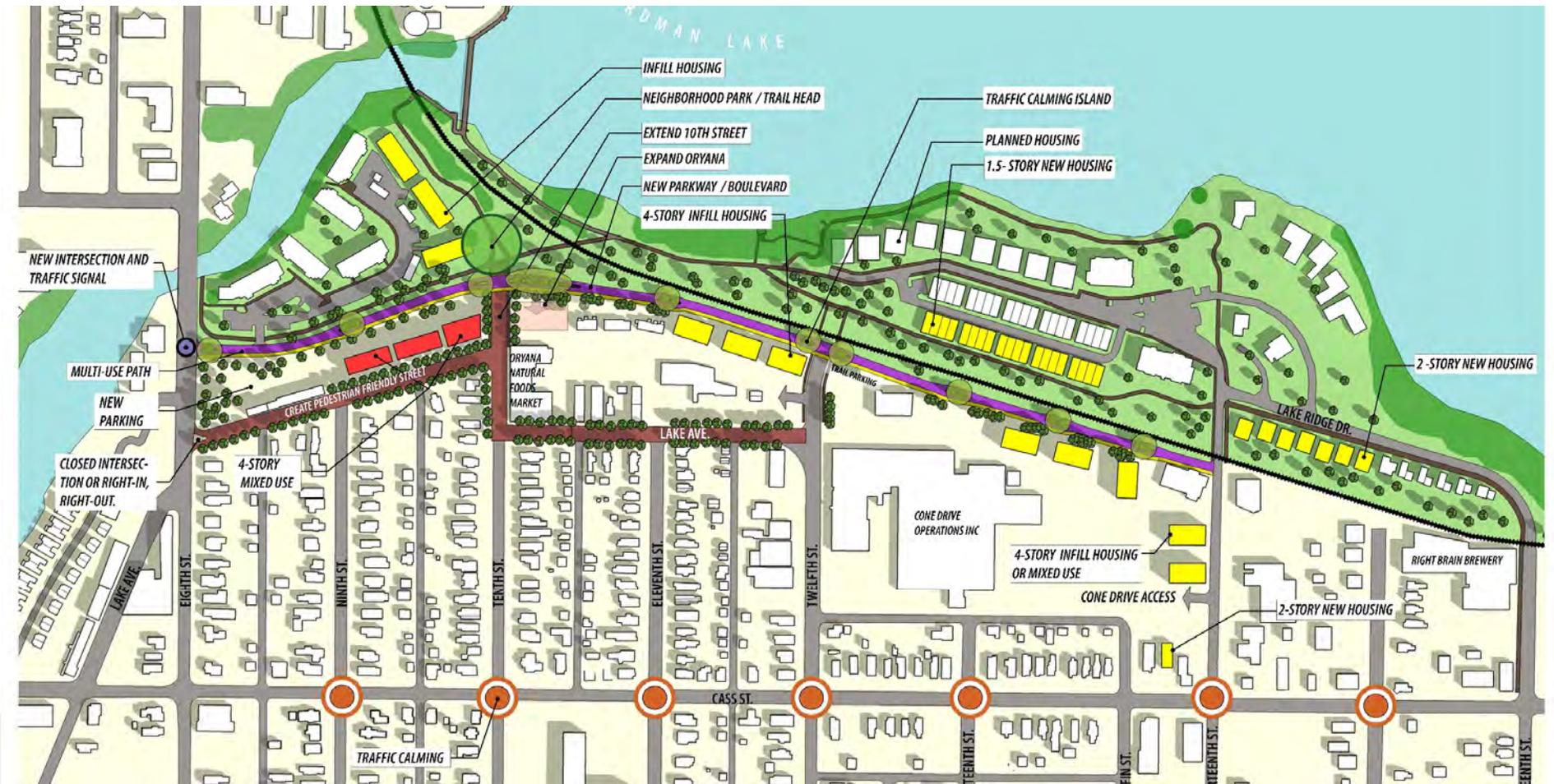
- Offers opportunities for redevelopment and parking without a new street
- Changes shown along Lake Ave would benefit the neighborhood character and walkability
- Less civic investment (\$) by Brownfield Authority
- Opportunity to expand parking lots at Oryana and Cone Drive
- Improves truck access to Cone Drive

Cons

- Does not mitigate current or future traffic demand
- Does not reduce congestion at 10th and Lake for trucks, shoppers, neighbors and “by-passers”
- Poor intersection at 8th/Lake Ave would experience more traffic



Preferred Alternative: New Neighborhood Street



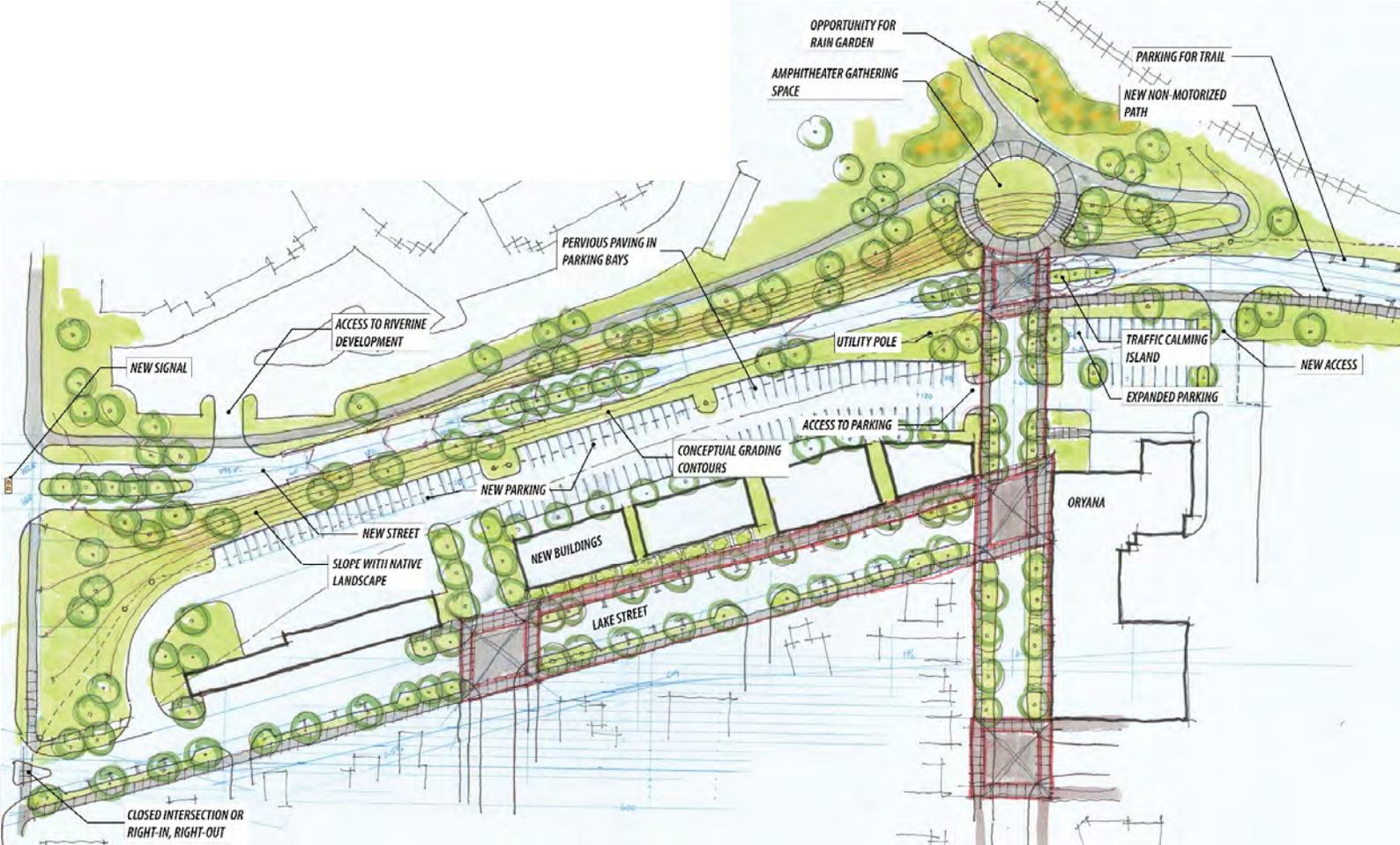
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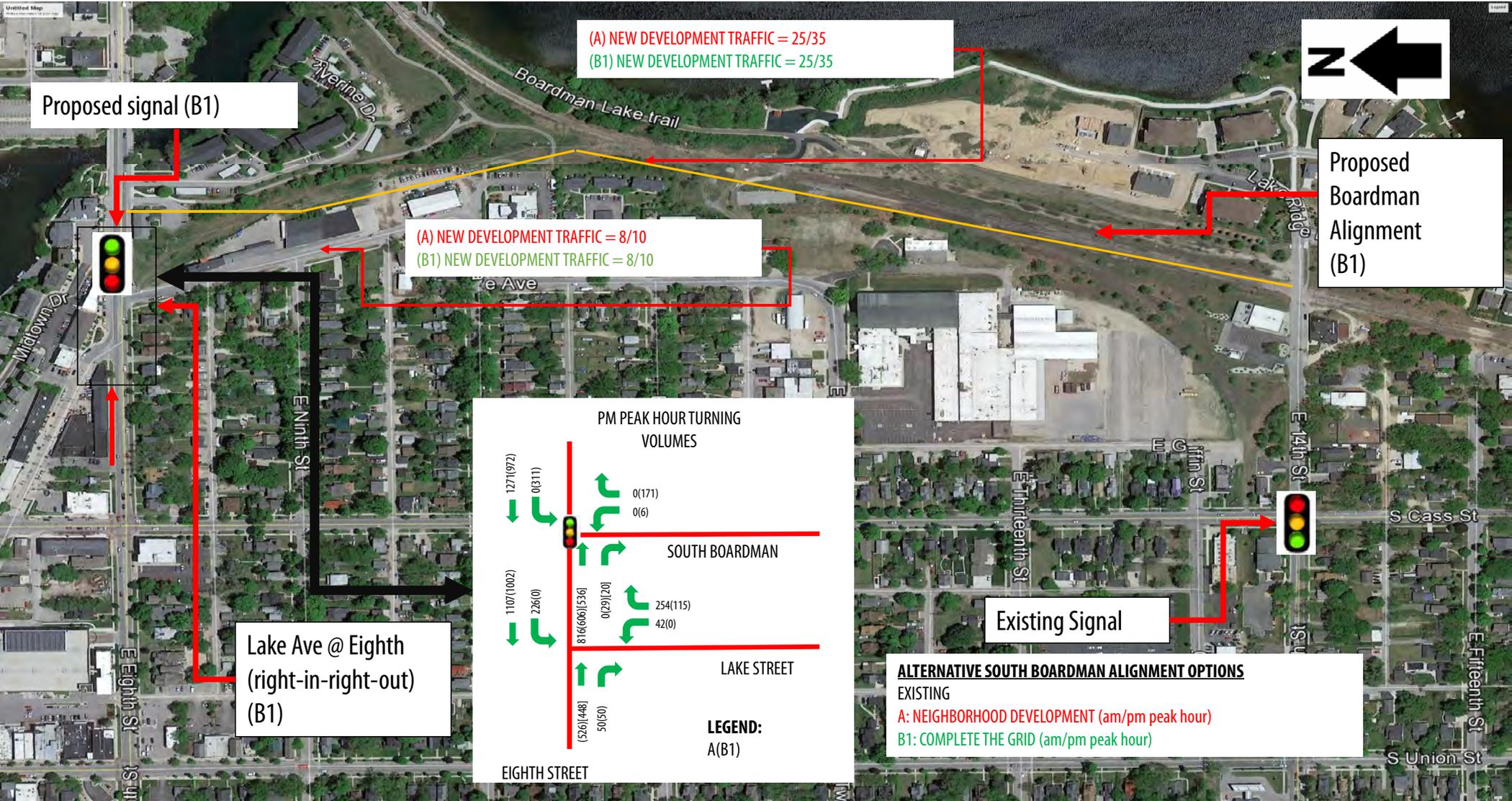


Detailed Study at 8th



Detailed Study at 8th





Proposed signal (B1)

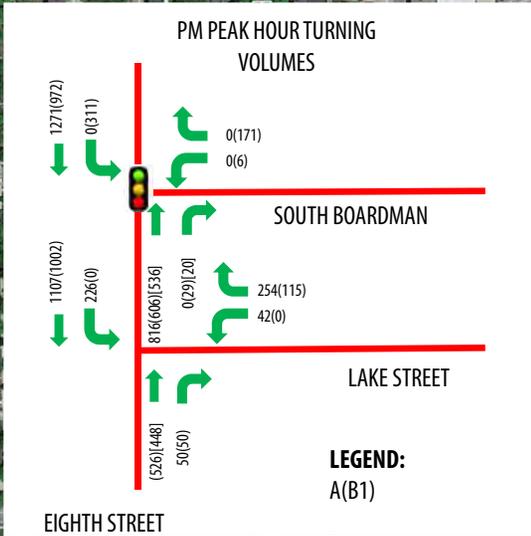
(A) NEW DEVELOPMENT TRAFFIC = 25/35
(B1) NEW DEVELOPMENT TRAFFIC = 25/35



Proposed Boardman Alignment (B1)

(A) NEW DEVELOPMENT TRAFFIC = 8/10
(B1) NEW DEVELOPMENT TRAFFIC = 8/10

Lake Ave @ Eighth (right-in-right-out) (B1)



Existing Signal

ALTERNATIVE SOUTH BOARDMAN ALIGNMENT OPTIONS
 EXISTING
 A: NEIGHBORHOOD DEVELOPMENT (am/pm peak hour)
 B1: COMPLETE THE GRID (am/pm peak hour)

SOUTH BOARDMAN: DEVELOPMENT HOURLY TRAFFIC

ALTERNATIVE SOUTH BOARDMAN ALIGNMENT OPTIONS

EXISTING (am/pm peak hour)

A: NEIGHBORHOOD DEVELOPMENT (am/pm peak hour)

B1: COMPLETE THE GRID (am/pm peak hour)



Proposed
Boardman
Alignment
(B1)

0
0
349/496

312/455
322/454
95/124

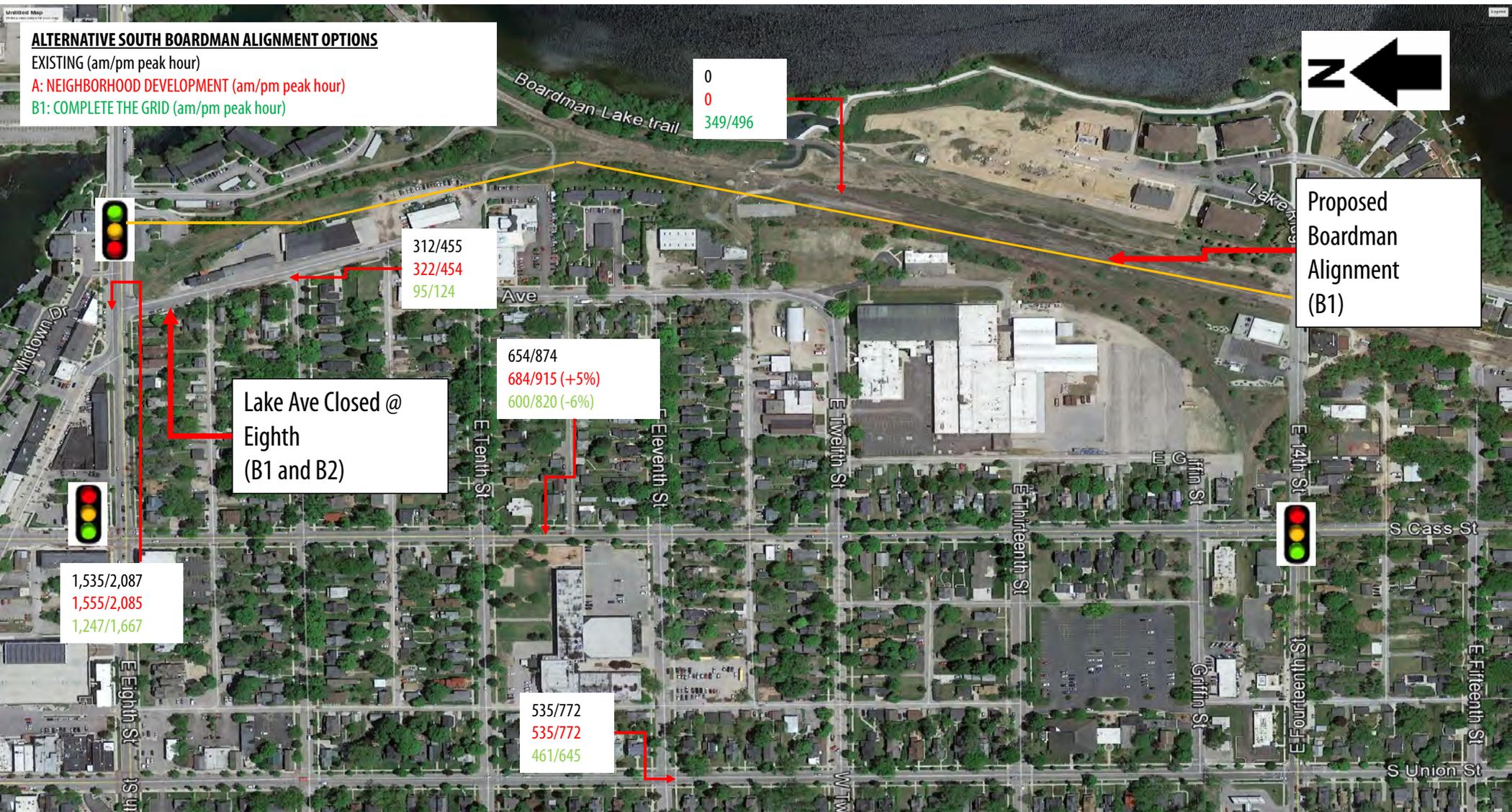
654/874
684/915 (+5%)
600/820 (-6%)

Lake Ave Closed @
Eighth
(B1 and B2)

1,535/2,087
1,555/2,085
1,247/1,667

535/772
535/772
461/645

SOUTH BOARDMAN: COMBINED TOTAL HOURLY TRAFFIC



Project traffic benefits

- Moves the main intersection to a better spaced and signalized location along 8th Street
- Gives trucks serving local businesses an alternative to going through the neighborhood
- Shifts through traffic currently using local streets to a new street
- Adds another access for emergency vehicles



Issue: Will this street induce more traffic?



- Induced traffic occurs when there is congestion and a capacity improvement fills up with new traffic. This can happen with major projects like widening an arterial street or building a new highway.
- In contrast, the prime purpose of this project is not to relieve congestion. Instead it will complete the grid system and provide an alternate route for existing traffic.
- Little induced or new traffic will occur other than associated with new development in the district:
 - There is no capacity improvement to the south, north or east
 - New street is limited in length with traffic calming features, not a faster bypass
 - Traffic using the new street will be from the adjacent neighborhood and businesses, with about 8% shifting from Cass Ave

Preferred Alternative: New Neighborhood Street



Measurables

- 6.9 acres of developable land illustrated, access from local streets and new street
- 189 new residential units
- 5,000 square foot of neighborhood retail/maker's space
- \$12.5-17 million in post development SEV
- \$1.5-2.5 million in construction costs to improve Lake Street
- \$150-200,000 in construction cost for relocated path
- \$2.0-2.7 in construction costs for new street
- Decreases daily traffic volume on Cass Avenue by 11% with modest development scenario.



Preferred Alternative: New Neighborhood Street

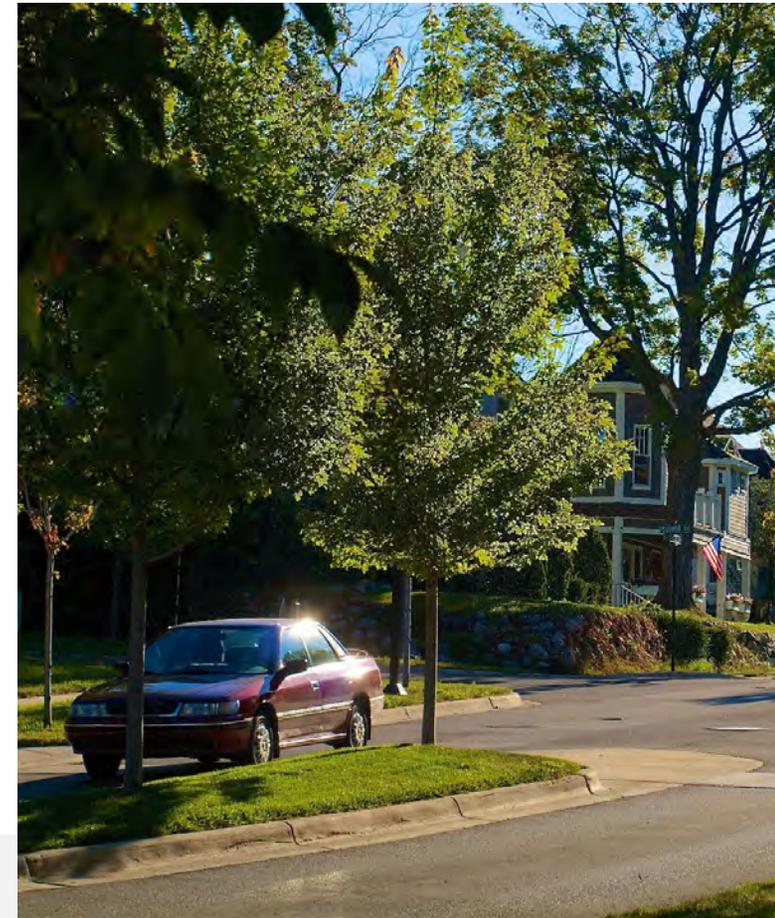


Pros

- Connects new street to neighborhood grid, reduces daily volume on Cass by 11% , assuming modest new development
- Improves emergency and truck service access for neighbors and businesses.
- Less congestion near Lake and 10th increases walkability of neighborhood
- Provides visual and physical access to Boardman Lake and a “front door” for new development

Cons

- Adding a new street increases capitol costs to Brownfield Authority and maintenance costs
- Requires crossing another street between neighborhood and lake/trail (managed through traffic calming)
- Restricts access at Lake and 8th, but provides another lighted intersection for connecting to 8th



Traffic Calming



- **“Traffic Calming** is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users” Lockwood, Ian, *ITE Traffic Calming Definition*, ITE Journal, July 1997, pg.22.

- Cass Avenue, Union Street, and proposed Potential South Boardman Street



Traffic Calming



SPEED HUMP



RAISED CROSSWALK/MEDIAN ISLAND



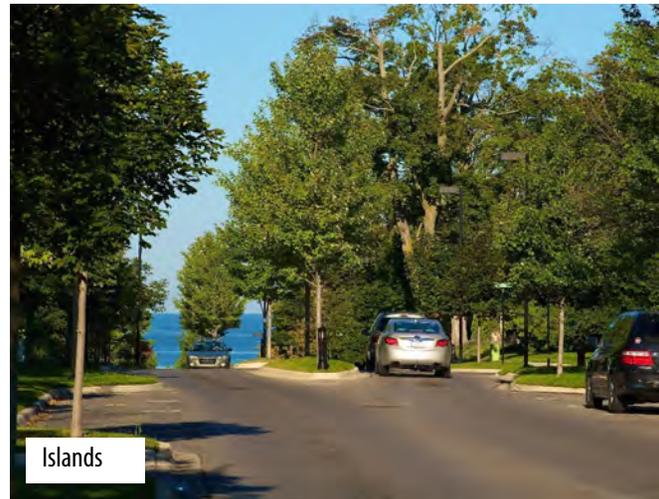
RESIDENTIAL ROUNDABOUT

- Reduce speeds
- Divert cut through traffic
- Narrow lanes
- Pedestrian safety improved

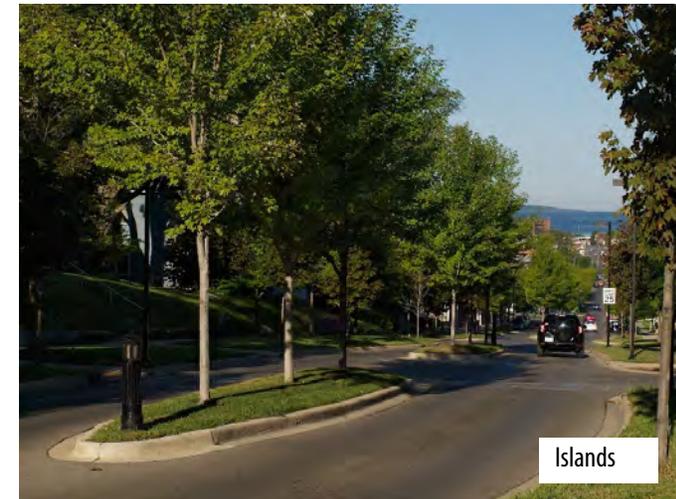
Traffic Calming



On-Street Parking



Islands



Islands

- Reduce desire for speed and cut-through
- Slows travel speed to that posted
- Protected pedestrian crossing

Conclusions



- Traffic from new development will have less impact on Cass and local streets with a new street
- A new street will manage traffic from new neighborhood development while reducing vehicles on Cass Street, and reduce congestion on Lake Street.
- Development potential and its traffic can occur with or without a new street
- New street and development would require a signalized intersection on 8th Street to ease congestion and improve safety.
- The street could be a low speed, pedestrian and bike oriented with multiple crossings to the Boardman Trail and lake
- Lake Street can be built into a more attractive pedestrian, neighborhood focused street.