

**EWEB Riverfront Master Plan Community Advisory Team (CAT)**

Wednesday, December 9, 5:30 - 7:30 p.m.

EWEB Board Room

Present: Dave Hauser, Tom Hoyt, Mark Johnson, Desiree Moore, Dean Pape', Mary Unruh, Anita Van Asperdt and Gary Wildish, members; Bob Cassidy, EWEB Commissioner; Mark Oberle, Jeannine Parisi and Debra Smith, EWEB staff; Greg Brokaw, Lorri Nelson and John Rowell, Rowell Brokaw Architects; Julie Fischer and Ellen Teninty, T'NT Consultants; Tom Larsen and Nan Laurence, City of Eugene; Vicki Maxon, Recorder; Bob Hart, Tom Snyder and Alan Pittman, public.

Absent: Pat Johnston, member.

1. Welcome, Introductions and Agenda Review

Dave Hauser welcomed the group and reviewed the agenda.

2. Comments from the Audience and CAT Comments

Tom Snyder showed the group a model he built of the future (renovated) steam plant building as part of his vision, based on a layout he had received from Mark Oberle. He added that he realized as he built it that folks seem a bit optimistic about how much true space there is, and his feeling that you can't put 10 lbs. of something in a 9-lb. bag. He described various aspects of the model, including a pub located on the bottom floor, a restaurant with plaza on the top floor, and the floors in between being used to tell historical stories about the industrial part of downtown Eugene. He added that placing a replica of a wigwam burner next to the steam plant could represent the history of timber in Lane County.

3. Approve Minutes

The November 18 minutes were approved.

4. Road Map to a Single Design Option

Ellen Teninty provided a handout showing the master plan requirements according to the MOU, and what decisions the design team needs from the CAT to create a single design option before the February 24 public event. She briefly went over the tasks to be covered at the December thru February CAT meetings, and also the goals for tonight's meeting. She emphasized that the decisions made tonight will enable the design team to continue working through the rest of December.

## 5. Response to CAT Feedback on Design Options

John Rowell gave a Powerpoint presentation regarding the great feedback that was received from the public at the November 10 public meeting. He also previewed a draft of a fourth option that incorporates the many qualities that the public believes are important, including:

- Making the Great Loop clear and simple
- Workable development blocks
- Millrace features along the walking path
- Steam Plant district
- “Water Street”
- Restaurant row/storefronts, etc.
- River Plaza
- Boardwalk
- Bike path
- Clarity of green fingers

## 6. CAT Discussion of Emerging Framework: Roads/Connections

Ellen Teninty asked for clarifying questions/issues from the CAT regarding the draft design as described, especially regarding location of the main route through the site. An outline of those follows:

- Will the final Master Plan designate main streets and secondary streets, or does developer decide that? Need flexibility for street locations that are based on actual development.
- Worried about over-detail that could restrict future ownership and development – the center development block is huge
- Concerned about how the main street breaks up the blocks
- Need to be able to tell how far from the river a restaurant or seating will be (ground-proof the location)
- Please show other options for block formations and streets

Dave Hauser asked Nan Laurence to clarify what level of detail is needed according to the Memorandum of Understanding between the City of Eugene and EWEB. Nan replied that anything critical needs to be locked in, like transportation routes, but that the Master Plan wouldn't preclude discretion on how something is to be built.

In response to a question about public vs. private streets, Tom Larsen said he believed the streets would be characterized as local public streets and confirmed that secondary roads would be required to provide redundancy and emergency access to the primary route. John Rowell noted that the secondary streets are an important parking strategy and service access to the buildings.

Dave Hauser then asked how Water Street would be characterized to the public. Tom Larsen, City Traffic Engineer, replied that it would actually be a collection of streets; a local street grid. Lorri Nelson of Rowell-Brokaw used the main street of the Crescent Village complex as an example.

Ellen asked the CAT if they were okay with the proposed route through the site, in preparation for a preliminary consensus decision tonight, and asked for CAT members to share concerns about the road location.

Jeannine Parisi asked John Rowell to explain the difference between the proposed road scheme and previous options. John replied that in response to the public comment received, the main street utilizes the Great Loop concept with a clear, direct route through the site. It brings people in close to the river via 5<sup>th</sup> Avenue, and then angles back away from the river toward 8<sup>th</sup> Avenue, which has dual benefits: it keeps traffic away from the river's edge and creates a special development block along the river for a "restaurant row." John also pointed out that the scheme facilitates a connection to the University by connecting to a proposed future road through the Research Park, which would allow people to drive east from EWEB and use an existing underpass to access Franklin Blvd.

Jeannine noted that the design process is iterative, that tonight's decisions regarding roads and open space are interrelated, and that the group will need to make refinements and circle back later to firm up details. She then asked the CAT to confirm whether or not the location of the main road makes sense for now.

Dean Pape' said he likes the restaurant row area but is concerned that the greenway area around the steam plant creates an island and could make it harder to get there. John Rowell replied that the green space indicated on the scheme could either be preserved for open space or an easement could be created, and that pedestrian or driveway connections could be made.

Dean Pape' also suggested having the roadway continue closer to the railroad tracks for a bit further distance.

Mary Unruh said she thinks this design is a great solution to the suggestions and concerns made by the public. Mark Johnson concurred that it seemed like a practical approach.

The CAT then confirmed that they supported the road locations as described in the draft framework.

Ellen Teninty then asked if the CAT is comfortable with the 8<sup>th</sup> and 5<sup>th</sup> Avenue connections (loop). They indicated they are.

A discussion then ensued regarding the secondary streets (orange line). Anita Van Asperdt noted that access routes (especially for pedestrians) need to be defined. Dean Pape' said he is still concerned about flexibility of street locations.

Mark Oberle stated that a plan with maximum flexibility and no predictability or definition is not an option for this master plan.

Julie Fischer noted that it might be a good idea for the CAT to develop criteria around secondary street locations to include in the master plan.

## 7. CAT Discussion of Emerging Framework: Open Space

Ellen Teninty asked for clarifying questions/issues:

- Clarity of purpose of green fingers (stormwater, riparian, enjoyment of area)?
- Could the millrace be on the other side?
- Ferry Street connection to cross the tracks – let it go if it is not feasible

Tom Hoyt congratulated the design team on the location of the main street as the lifeblood of the site, and on the boardwalk, bike path and green space designs. He said that he would like to get clarification on whether EWEB will be telling the developer to alter the bank of the river and make a new boundary. He added that in his opinion, changing the south boundary is asking for trouble, and he wondered how deep the green extension will go or if cottonwood trees will be planted, etc.

John Rowell replied that stormwater will be important on the site but that that doesn't necessarily mean a great deal of manipulation of contour. He noted that it is known that the bank armor can only be manipulated in a 50-foot chunk, and that sculpting the bank is an idea yet to be tested, similar to the millrace idea.

Tom Hoyt then asked if that would likely be a developer decision or a decision forced by the City. John Rowell replied that it is unlikely that a developer would take that on.

A discussion then ensued regarding whether or not green space is permissible or mandatory, and whether or not to specify what goes in the green space or just what the boundary of it will be.

Ellen asked whether the CAT is comfortable with the layout of the open space as shown. Desiree Moore asked about the function of the green fingers. John Rowell explained that they can create habitat, view corridors, function as a bioswale for stormwater treatment, or be an easement for a future bridge or millrace option.

Jeannine Parisi confirmed that the open space locations include riparian and landscaped areas, but also plazas and other hardscape. Anita Van Asperdt said it is hard to give a "thumbs up" on the shape of the green space without knowing more about its functions.

Tom Hoyt questioned whether the open space at the contaminated site could be used for parking. John Rowell replied that a portion of that property could make sense for parking. Tom said the design should also consider potential impacts on security of the courthouse site.

Ellen then asked if the CAT is in agreement with the general placement of the open space as presented. The CAT confirmed that the design team should continue work on this open space framework. John Rowell said that the design team will now develop more detail about the content and function of the open spaces for discussion at the January 13 CAT meeting.

#### 8. Closing Comments/Next Steps

Mark Oberle confirmed the upcoming field trip for Friday, December 18, traveling to the Portland and Corvallis waterfront sites, from approximately 8:00 a.m. to 4:30 p.m. He added that he is working on transportation, most likely a motor coach.

Jeannine Parisi noted that she and Mark Johnson will be at the Holiday Market at the fairgrounds on Sunday, December 20 with information boards. She also noted that the EWEB Run to Stay Warm event was a success and also generated lots of public conversation regarding the riverfront site.

Anita Van Asperdt asked for site plans of the Corvallis and Portland riverfront sites to take along on the field trip, in order to compare setbacks and other factors.

Dean Pape' congratulated the design team on how much work they have completed in such a short time.

The meeting was adjourned at 7:40 p.m.

**Next Meeting:            Wednesday, January 13, 2010  
                                 5:30 to 7:30 p.m.  
                                 EWEB Board Room**