

**EWEB RIVERFRONT MASTER PLAN**  
**Summary Public Event #3 – March 3, 2010**  
**Review Single Design Option**

**INTRODUCTION**

The Eugene Water & Electric Board will move about half of its staff and facilities to the new Operations Center in late 2010, making a large portion of the Willamette riverfront property available for redevelopment. EWEB is master planning the site, and on May 29, 2009, contracted Rowell Brokaw Architects as the design consultant for the project. The master plan is scheduled to be completed in June 2010. A third public meeting was held on March 3, 2010 at the Eugene Hilton to review a single design framework that was generated from input to the three design options discussed with the public on November 10, 2009. At the March 3 event, the design team asked for input on height limits, landscape strategies, and ideas related to a “cultural landscape” envisioned on the riverfront property. The design team also asked for the public’s confirmation of the proposed framework’s basic elements--the street network, the open space, and the interpretation of a “people place” on the river, which was requested en masse at the preceding public event.

Consistent with Eugene’s Downtown Plan, the goal of the master planning process is to create a vibrant, active, multi-use “people place” along Eugene’s downtown riverfront. The master plan will develop the connection between downtown and the Willamette River, be sensitive to the environment, use sustainable design strategies, and propose ways to teach about our river, our history and our city.

To assist in the development of the master plan, EWEB’s Board and the Eugene City Council signed a memorandum of understanding in 2007 and created a nine-member Community Advisory Team (CAT) with different professional backgrounds and expertise. The CAT assists Eugene-based Rowell Brokaw Architects in the development of this vital downtown riverfront plan. The public is encouraged to join us at the Open House Celebration on May 12, 2010 and comment at any time via the project website ([www.eugeneriverfront.com](http://www.eugeneriverfront.com)).

**MEETING OVERVIEW**

Nearly 300 people gathered at the Eugene Hilton from 7:00 to 8:30 p.m. on March 3, 2010 for the third of four planned public events for the EWEB riverfront master plan. Meeting participants included a broad community mix, including 120 people new to these master planning meetings. Refreshments and Assisted Listening Devices were provided for participants.

The public was welcomed to arrive early to discuss the proposal with the design team and EWEB staff in the lobby. During this drop-in discussion time, members of the community could ask specific questions and engage directly with the architects and project staff, while looking at drawings and site plans. The agenda for the meeting was:

- Welcome and Community Advisory Team Introductions
- Background and Design Presentation by Rowell Brokaw Architects
- Small Group Discussions
  - How to illustrate our histories to create a special landscape on this site
- Large Group Discussion with Electronic Polling
  - Overall impressions of design framework
  - Building heights
  - Landscape options
- Conclusion and Thank You

Community Advisory Team member Desiree Moore welcomed participants and introduced fellow CAT members before turning the program over to Rowell Brokaw Architects. The design consultants presented a 30-minute overview of the design process and site context, which included site analysis, key project assumptions, project guidelines developed with the CAT, transportation infrastructure, existing buildings, subsurface limitations, easements, river bank armoring and riparian extension potential. Since close to half of this meeting's attendees were new participants, it was essential to provide a clear overview of the steps taken to reach a single design option, and to share the background information needed in order to be able to provide meaningful feedback. It was important for the design team to reiterate that a "master plan is a framework, within which uses may change and adjustments may occur, but the underlying structure remains intact."

John Rowell and Kaarin Knudson presented the larger project design context, including the site's relationship to the Willamette River, University of Oregon, Alton Baker Park and Downtown Eugene. This included connections to recommendations in the Willamette River Open Space Visioning project and a presentation of the "Great Street" vision described in the Downtown Plan, with the possibility of connecting these streets through the EWEB property to form a "Great Loop." Continuity of the river edge was highlighted as the key ecological opportunity, with new habitat, naturalized open space and riparian enhancement all proposed. Underlying the development of the master plan is the concept of sustainability and the opportunity to model sustainable urbanism with the redevelopment of the EWEB operations yard.

Rowell Brokaw Architects walked through the basic elements of the single design option, or "Option 4." The Option 4 design was generated from the feedback to the three design options presented at the November 10 meeting, which was attended by 249

people. Input gathered at numerous CAT meetings between the November 10 event and March 3 presentation also influenced the development of this single design option. The Option 4 presentation began with the concepts of site repair and an “undulating green edge” that interweaves riverine landscape and new habitat with the urban fabric. This open space framework totals more than 8 acres of public open space, 7 of which is naturalized green space. Along the riverfront, continuous and improved bike and pedestrian connections link the downtown riverfront to the Riverbank trail system and city bike network.

Rowell Brokaw Architects then explained how comments from the November 10 public event directed the revision of the proposed street connection. Input from the November 10 event indicated a desire for urban amenities (like cafes and restaurants) and a “people place” on the riverfront. The public also said the main street should be pedestrian-oriented, designed as a “festival street”, and that it should not sit between the storefronts and the river. Participants wanted to be as close to the river as possible while enjoying riverfront amenities. Clear views to the river, and a sense of “being on the river” when they come to the downtown riverfront were issues people raised repeatedly.

The street connection in the Option 4 design now comes closest to the river at the public plaza where the extension of 5<sup>th</sup> Avenue would terminate, but then swings away from the river to create an elegant arc of public open space before connecting at the 8<sup>th</sup> Avenue railroad crossing. As a result, a two-sided main street is created; the main street is pulled back from the river; public access for a wide range of ages and abilities is accommodated; and a “Great Loop” is established by connecting the “Great Streets” of 5<sup>th</sup> and 8<sup>th</sup> Avenues.

Secondary streets would provide the necessary redundant access in emergency situations, follow existing utility easements on the site, and create a structure of blocks for redevelopment. These blocks provide river views and good orientation to the open space. Their dimensions have also been tested to allow for a variety of uses and building types, and most could accommodate efficient below-grade parking, which can determine the feasibility of a mixed-use building when surface parking is not encouraged. Lastly, Rowell Brokaw Architects explained the creation “Restaurant Row,” a sliver of redevelopment parcels that sits between the main street and the riverside public boardwalk. Restaurant Row would create a focal point for riverfront retail and amenities, and it would be designed with rooftop habitat and kept to a deliberately small scale (two-story/30’ height maximum).

The design team ended its presentation by explaining the potential for a future connection to the Millrace and the history embedded in the EWEB riverfront property. Graphics explaining the location of the historic Millrace and Willamette River channels were presented, as was an explanation of the Millrace’s current location in a pipe that drops below grade south of Franklin Boulevard. The proposed design accommodates a Millrace connection by incorporating a seasonal wetland adjacent to the Steam Plant.

This “Millpond Swale” plays an important role in the integrated stormwater system proposed for the site; it would participate in cleansing more than 9 million gallons of stormwater every year before it enters the Willamette (43% of the annual runoff). In this way, the function and purpose of a 19th-century Millrace would address the 21<sup>st</sup>-century issues of stormwater management and water quality facing this site. At present, the Millrace provides an important stormwater function for the University area and Downtown Eugene.

This new interpretation of the 19<sup>th</sup>-century Millrace connects to the larger open space vision for the riverfront: a “cultural landscape.” This 9.2-acre area would be designed to integrate our social, industrial and ecological history through the open space design. Seattle’s Olympic Sculpture Park and Maya Lin’s “Confluence Project” along the Columbia Gorge were presented as two nearby examples. Images of human history on the EWEB site—utility workers, Eugene Skinner and Wiley Griffon—as well as utility infrastructure like the Steam Plant and water intake were presented as relics that might be meaningful in the interpretation of a cultural landscape.

A PDF of this presentation is available online at [www.eugeneriverfront.com](http://www.eugeneriverfront.com).

## **SMALL GROUP DISCUSSIONS**

At the Kick Off Meeting in September 2009, participants talked about the importance of creating a unique identity for the riverfront development; an identity that tells us about the history of our city and this site. The master plan framework has designated an open space area to be a “cultural landscape,” with artifacts and artwork that are engaging and teach us about the past. After a presentation to stimulate imagination, participants gathered in facilitated small groups to consider what stories to tell and how to do so in an aesthetic way.

Many participants expressed desire for the human history to be inclusive and multi-cultural. Ideas included telling Kalapuya history by connecting to the talking stones in Alton Baker Park, telling the story of the Ferry Street African American Community with photos and a lookout across to where the community resided, and including stories of significant women of Eugene. Several suggestions pertained to highlighting the role of the millrace and its connection to agriculture and logging, including a water wheel and other water features. Participants suggested teaching about energy on the site, using meters on storm water, having demonstrations for solar and steam power, and repurposing the steam plant. Several people suggested including recent history in the story and named the Hippie Era as one to celebrate. Many participants suggested ways to teach about the river and its changes over time, namely using native species for landscaping with educational explanations as important, as well as teaching about both fish and fishing. Suggestions included interpretative kiosks, a historical timeline, and art incorporated into bike racks, street lights, planters, and pavers. For a complete list of suggestions collected from small groups, please see Attachment A.

## DISCUSSION & ELECTRONIC POLLING

The meeting then reconvened to ask for feedback using electronic polling, allowing the full group to immediately see the sentiments in the room and to discuss themes and preferences or concerns further. Results were shown on-screen as numbers and percentages rounded to the closest whole number and indicate the participants' preferences at that time.

Note: The design team made short presentations preceding the questions about the open space and character, street pattern, building heights, and landscape strategies. An overview of these presentations is included at the end of this section.

1. How did you arrive at the meeting tonight?

A Car	157	67%
B Limo	5	2%
C Bike	27	12%
D Foot	39	17%
E Public Transit	5	2%

2. Did we get the "people place" (public zones) right: Restaurant Row + the Steam Plant District?

A Good	160	69%
B Can live with it	54	23%
C Needs significant change	19	8%

### [Open Space Presentation]

3. Did we get the open space zones and character right?

A Good	146	64%
B Can live with it	51	22%
C Needs significant change	30	13%

### [Street Network Presentation]

4. Did we get the street pattern right?

A Good	155	69%
B Can live with it	46	20%
C Needs significant change	24	11%

### [Building Heights Presentation]

5. Are the proposed height limits acceptable?

A Looks good	135	61%
B Can live with it	44	20%
C Needs significant change	41	19%

6. How do you feel about a 20 story building on this site?

A Yuck	80	37%
B I can see it, with defined design conditions	100	46%
C I'd like to see more than one	38	17%

### [Landscape Strategies Presentation]

7. Help us refine the appropriate landscape strategy between the boardwalk zone and enhanced riverbank. Should this landscape be:

A Native riparian trees, shrubs, upland meadow and defined paths?	52	25%
B A native garden with some terracing and defined paths?	63	30%
C An open meadow with native grasses and defined paths?	29	14%
D An open lawn for active use?	68	32%

**Open Space Presentation:** Before the large-group discussion of open space character, Margot Long of PWL Partnership presented an overview of the public, private and green street open space in the Option 4 design. Public open space totals more than 8 acres. Private open space requirements for internal blocks has not yet been established, but will be a part of the final master plan. A “Green Street” landscaped stormwater system is envisioned for all streets. An overview of proposed habitat types, which included diagrams and images, as well as a site section of habitat zones, was also presented. Proposed habitat types include riparian floodplain, seasonal wetland, midbank habitat, upperbank habitat, pollinator prairie, and urban habitat. These managed, naturalized areas account for 7.8 acres of the redeveloped site.

**Street Network Presentation:** John Rowell presented an overview of the Option 4 street network, from the 5<sup>th</sup> Avenue extension to the 8<sup>th</sup> Avenue connection, secondary streets, path connections, and “Great Loop.” An offset is required at 5<sup>th</sup> Avenue, to provide a single, safe rail crossing at this location.

**Building Heights Presentation:** John Rowell presented five areas of proposed building heights, based on existing code and discussions with the CAT. Restaurant Row would be limited to two stories and no more than 30’ to maintain a pedestrian- and bike-oriented riverbank corridor and to protect river views from deeper in the site. Central Blocks were presented with a 120’ height limit, which is the existing height limit for the rest of Downtown Eugene. The US Bank on Willamette/8<sup>th</sup> Avenue was shown as an

example of this height maximum; local 6- and 7-story buildings were also shown as the likely build-out height, given market conditions in Eugene. The Steam Plant District was presented with that structure as the proposed height limit. West of the Viaduct, the residential-zoned parcels north of 4<sup>th</sup> Avenue have an existing 45' height limit as part of the Whiteaker Plan. South of 4<sup>th</sup> Avenue, the parcels are within the Skinner Butte Height Restriction Area, which has a 500' elevation limit. This would translate to an average of a 78' height limit in this area (422' is the average ground elevation in this area). After discussing these areas, a second question about whether or not to include a tower site in the master plan was posed. An example tower—the John Ross in Portland's Southeast Waterfront—was shown to generate public comment on this issue.

**Landscape Strategies Presentation:** Four landscape types—a restored riparian landscape, a terraced native garden, an open upland meadow, and a park lawn—were presented to generate comments on the preferred landscape strategy for the open space between the Restaurant Row boardwalk and the riverbank.

### **Large Discussion**

In between the questions, participants were invited to share their reasons for their opinions. Several people stated support for separating the bike path from the “people place” for pedestrian safety. There was support for the proposed height limits, but concerns were expressed about creating unwanted shade. Discussion about landscape options included making sure any lawn area was not done in a traditional way that would lead to air or water pollution, and several people were concerned about lawns attracting nuisance birds. There was discussion about the pros and cons of trees along the river's edge. Some stated that dense trees will block views and create a safety hazard, while others said that tree shade was critical for river health, such as salmon habitat. Overall, people liked the idea of using natives near the river, but also supported “theatrical” elements that would help to make this site a destination. Please see Attachment B for additional input provided by participants writing on comment cards.

Mark Johnson, CAT member, concluded the meeting on time by thanking the attendees for their time, insights, and feedback, and inviting everyone to the Open House Celebration on May 12, 2010.

The March 3 meeting organizers and presenters included:

- Julie Fischer, T'NT Consultants
- Kaarin Knudson, Project Manager, Rowell Brokaw Architects
- Margo Long, PWL Partnership, Landscape Consultant
- Mark Oberle, EWEB
- Jeannine Parisi, EWEB
- John Rowell, Principal, Rowell Brokaw Architects
- Ellen Teninty, T'NT Consultants

The Community Advisory Team includes:

- Dave Hauser (co-chair)
- Tom Hoyt
- Mark Johnson
- Pat Johnston (co-chair)
- Desiree Moore
- Dean Pape
- Mary Unruh
- Anita VanAsperdt
- Gary Wildish

## **ATTACHMENT A: Small Group Discussion Notes**

**The following are notes taken by facilitators at small group discussion tables in response to the question:**

### **How might we illustrate Eugene's histories and cultures to create a special landscape on this site?**

Bike/ped bridge should be included (culture of Eugene). Geologic history, exposing basalt. Bring an artist in to incorporate art in a way that connects to geologic history. Water is art and a key element. Incorporate stormwater and millrace flow into landscape. Bioswales - design to look good throughout the season. Stormwater could be kept at surface to create interest and connect to the natural system. Consider siting Lane County Historical Society on this site. Agricultural history – Agripac, and possible use as farmer's market or ag history and education. Open-sided Farmers Market. Use cover of viaduct for outdoor activities. Signage to other historic interpretation areas. Create space for Saturday Market or a fish market. Interpretation of native fish. Native American history, how they used the river in their lives. Native vegetation. Sustainability concept in this area – Sustainability District. Ferry Street Bridge history. Flood history and change of river. Show marker of flood elevation. African-American history in this area. Ferry history (pre-bridge). Festival street - reinforce concept.

Bike path deconflicted from pedestrians (boardwalk). More than interpretive signs – Afro-American community – Wiley Griffon – Calapooia – ADA/vision-impaired. Millrace interpretive use – water wheels, turbines, Trojan turbine. Energy theme. Proximity to river – floating dock? Trolley line.

Eugene Skinner ferry. How river changed. Flooding. History of millrace and how it powered businesses. Good loop connection to downtown. People and light. Active businesses. Keep vagrants out. City run boat ride from Alton Baker side with way to get across to EWEB side.

Different activities for different people. Cultural center, recreational activities/events. Interpretive signage/pictures for indoors, buildings, steam plant. Original H2O system – how/why. Energy story - power, water, wood and flour mills. Sculpture remnants of infrastructure. "Big picture" of area, not just EWEB site. Story of river changes. Elements in landscape, not just inside. Local art and artists. Eugene Skinner story. African-American story – Chinese. Native American story/history. Transportation story. Natural history, river and agricultural. Places to meander – spend time looking at stories. Restore trains and trolleys. Bike-powered transportation. Ferry across the Willamette – Skinner's Ferry. Landscape of light, relate to EWEB power. Reflections on water – electric. Creative outdoor lighting. Light draws people to it. Put ped bridge back. River tours – interpret natural and cultural history.

Framework seems reasonable. Plan should extend to Franklin. Cultural landscape is a big picture issue. Hippy Hall of Fame. Families who were connected to the site. Tale of

two cities—timber industry based and now emerging as green community. People need reason to stay overnight here. Public art gallery. Create identity. Artifacts and sculpture. The park IS art. Loop connection to downtown. RR needs to go underground. Buildings a public art as how to talk about history. How much is public and how much is private and who pays for it.

Boats came from Portland when water was high. Eugene Skinner. African American community. Mill jobs. Story of moving river bank and when it was reinforced. Use signs at RR crossing to tell story. Install more along millrace. Want river overlook out to water's edge. Bike ferry maybe using cable. Make something tall enough to see from 5<sup>th</sup> St as a pedestrian. Maybe something with sails or mast made of cottonwood. Could be a water geyser where you could get wet. Tell history with photos on plaques. Show historical location of waterways. History trail along river. Rooftop habitat. Observatory lookout to point out context. Interpretation of RR.

Bike paths/maps/history – running. History of energy/EWEB – but beyond that, a history of utilities in Eugene – public, green. History of natives. Geological. A leader in green energy – net zero living. Electric car lines/EMX/trolley. Play place – timber industry (Lowell precedent). Fishing piers. Reclaiming site – polluted areas. River as a utility – a reflection of the transition, public right of way. Interpretive center. Salmon. A variety of information experiences for a variety of transportation methods. (Setting attainable goals)

Parking lot/transportation. Retirement homes – affordable living on site. Close to shopping, medical, etc. Lumber industry – working supply. Green streets – connection to parking lots. U of O connection – bring students in. Rosa Parks connection – captive habitat, fishing, salmon (also adds education). Amazing river - honor/celebrate/connect/educate/interact with river. Franklin Bridge – connection (south part of river). Sustainability – sorry for river. More open ground. Don't sell river out. Area for EWEB history – Japanese internment center. “Walk through history” associated with steam plant. River changes – how channels changed – millrace, i.e., drift boat invented on McKenzie River. Tax revenue? Open up accessibility on roads (two-way), bikes. Accessible and welcoming to all kinds of people – diverse mixed use residential. Willamette River – designated trail – site accessible by boat. Overlook – yes. Bridge helps connect to downtown. Excited about plan – good framework. River tours – refer to Springfield. Skating rink, miniature golf. Rent boats. Connections along Franklin.

Use/value native plants. Wetland servicing treatment. Is there enough riparian? No cement right up to water. Provide sufficient vegetation for cooling. Soft edges between built and natural - mix up the elements. A float so site can respond to season. There is a lack of seating in most areas. This can give opportunities for all the right reasons. Make it extremely bike-friendly. Bike rickshaw opportunities to give access to ADA. Really like green fingers concept. Enhance view to east toward the mountains. Capture African-American history too – not hide from past. Like the combinations of green space – bike path. Grand Avenue farmers market space could be beautiful.

Corvallis farmers market with closed boulevard “green fingers” for access. Can close Grand Avenue on the weekends/for events. Amphitheatre opportunity. Honoring indigenous people – lived on this site originally. Seattle gates – history pieces – interpretive – self-guided. Preserving utility history. Educate people about energy. Could be simple, utilizing elements. Meters – show stormwater flow. Fishing places. Make history – what’s happening now. Liked parade loop. Lamenting lack of old buildings – repurposing steam plant – keep façade. Address more recent history too – 60s and 90s. Hippie town/founding Nike. Not a big spot – deemphasize parking – force people to walk around. Supportive or public space – place for dining – small retail. Native plant society – native plant garden.

1) Keep steam plant – great windows, interesting infrastructure. Not tours – hopefully remain open. 2) Quonset hut could be opened up – supports not needed (no reconstruction necessary). Bow string arches. Great Farmers Market if it could be opened up. Jersey City pencil factory converted to giant studio apartments. Downtown Eugene needs vertical population. Great apartment building. 3) To use steam plant is out of the way, need streets open. So this plan with streets going through is a good plan. Steam plant needs circulation. Learn the lesson from closing streets. 4) The connection to 5<sup>th</sup> Street is awkward. So the question is, how are you going to transition people from 5<sup>th</sup> Street to the new green finger? Seamless feeling going from 5<sup>th</sup> Street to the riverfront district. 5) Bridge across river is important for pedestrians. 6) Doing good job of tying in Hilyard but not so good tying in 5<sup>th</sup> Street and green fingers. Crossing at railroad and continuation of 5<sup>th</sup> connection Won’t register without landmark or way to draw people to the jog. Landscape with art site. Signage – bring it into the community. Development of other side of street (5<sup>th</sup> Street Market parking lot). 7) How do you reconcile “that damn railroad.” Must plan around the railroad. Like that you can hear railroad. Idea of sitting and having a beer and hearing railroad. How do you incorporate the railroad? 8) Having a history walk. 9) Tie railroad into millrace. Picture of railroad going over the millrace. You could make those old images and story boards a part of the educational piece. 10) Railroad as educational piece.

Relocate Lane County museum to this site (steam plant?). Art museum (art history). Railroad bottleneck (improve access). Look at campus crossing (where greenhouses are now). Underground road. Celebrate railroad. Work with it. Appreciate “active” culture. Incorporate into landscape (art, artifacts). Combine natural, steam, homesteading, etc.). Have all stories incorporated. Incorporate culture and history, rather than have it one single spot (like a museum). Vancouver – “it feels like one place.” Signage, interpretive signs. Change in river course – tell the story. Open Space and Interpretation: What does open space mean? Lawns vs. natural riparian? Where are ecosystem functions spelled out? How do you define it? Use USFWS for riparian. Pull back river/riparian area. Who maintains open space? (No number) – Bridge can be beautiful to view from restaurants. Build it so lit at night. We have so little urban riverfront and so much “natural.” Please allow urban approach to river. 1<sup>st</sup> question re: “people place” – needed one more option. “Needs changes to

some elements.” May not need “significant” changes, but as is, don’t really want to “live with it.”

Cultural Landscape. Water as a central feature. Celebrate water – public art that incorporates water. Streets that incorporate natural elements. Design streets/trees/stormwater. Voids with building – break up mess. Like the idea of the building height stepping down as it grows closer to the river. Culture = where people gather (as opposed to things). Relationship to downtown? 5<sup>th</sup> Street. Needs to be a place where people can gather for a variety of reasons. How about a trolley that connects to the community? How can the site relate to rail and the future of rail? Look to native landscape elements – education as elements. Pre-European inhabitation of the site. Micro hydro projects.

Speak to the history of the river and where it has moved and City’s response including dam. Millrace as a role in flood control. The City moved in response to the river. History of river navigation. Ferries and crossings. Story of steam ships as “head of navigation” (as far as you can go by boat). Book at library. Willamette Landings – Interactive signage displays. Some in a building, i.e., historic museum. Include Charnel Mulligan as an original plat(ter) as well as E. Skinner. Signage – human attitude changed toward river over time – no longer for trash and waste. Now source of agricultural water quality. Always been a place of work: reference cannery/milling/craft/power generation/celebrate timber. 2<sup>nd</sup>: Express in building design – warehouse/cannery. Spokane – downtown converted steam plant. Interpretive info on water quality where swale runs. Info on how to canoe, kayak and raft. Ref: Willamette River Field Guide. Danger: Trees milled out of urban forest held on site/interpret as part of working history. Signage on steam plant – re: swastikas on old machinery. Site: Historical museum in steam plant. Use “new” millrace to educate about new respectful treatment of water.

Bagel factory. Nervous about dependence on cars on the site. Don’t like Great Street idea. Big plaza close to restaurants – open. Like historical aspects – floods, ferry, millrace. Water feature representing millrace. Way marketing – narrative sites linking along the site. Overlay requirements, “rubbings”, historical. Jetty into river to take pictures, fishing, bird watching, etc. Keep playful, interactive elements – people fountain. Could interpret millrace in a fountain idea. Artist studios – steam plant. Steam plant represents history, great-looking building. Power lines are ugly – bridge to get rid of them. International artist to re-vision the steam plant conceptually. Farmers Market/Saturday Marketplace.

Mechanical environment. Industrial artifacts and integration of earlier landscape (native plants). Museum of nature (design elements). How to balance engineering requirements of bank and how much can be natural. Use this as an education. Incorporate/educate about dynamics of river – ever-changing and we’re doing it right now. Celebrate importance of this industrial part of the history. Many families’ history is here. Funky industrial elements. Movement – bikes, people, cars. Integrate old architecture, use styles that were torn out of downtown. Industrial museum – logging,

old motors – scatter around. Technology Center – work with U of O. Concern – bring in Starbucks? Too commercial. Shaded area on restaurant row.

Power plant as a museum or artist space. Historic representation of river level changes. If water came into riparian extension, could represent it. Native species, kiosks, plaques. Ferry. Zip line. Native American history represented. Expansion of talking stones.

Elements/Stories. African-American community history near bridge. Kalapuya Indian heritage/culture (I-5 info extended). Chronology of whole history along the river (all in one location, interpretive kiosk). History of river's meandering (and forces contributing to it). History of Alton Baker Park across the way. Evolution of ecosystem (fish in river, etc.). Use site as educational tool of what was done in the past and what not to do. Historical timeline like what is shown on third floor of Lane County Courthouse. Open Space Framework: Mountain views from noteworthy locations. "Roundabout" at 8<sup>th</sup> Avenue access point (to give people a place(s) where they can get a view without having to wind through the entire site. There is more open space than expected but it gives good concentration of commerce. Outside seating area good. Concentration of business. Public art is very important and this space is good for that. Art needs to be a part of the design process, not just after the fact on "left over" spaces. Bike paths throughout the design. Art in street lights. Bike racks. Planters, etc.

Natural elements in the buildings and structures – wood, fountains. Reminders of historic use, old milling equipment, i.e., Coos Bay or North Bend, with interpretive signage. Wide path for walkers and bicycles so plenty of room. Like restaurant row – I don't have it now, and want it, close enough to see the river and experience? This is important. Alternative transportation opportunities, consider mobility challenges. Allow for non-developed area, not too much (don't want it to be Coney Island). Design so geese aren't attracted. Millrace is an artifact – pump it up to where it can function at the surface, as a water feature (don't have to apologize for pumping it). Footbridge across 8<sup>th</sup> would really connect to Alton Baker so more accessible to people other than runners and bikers. Fort Collins example of wide streets, make any streets wide so parked cars don't crowd you out. Steam plant should be a museum with a restaurant in it (original part only). See UO engaged somehow – tie to university since they are a big part of our history (we are a "college town"). Mixed feedback about ORI. Should have performance center – live theater and performance.

Skateboard park for all ages. Apartments could be used to park most vehicles. Hiding spaces for blue herons along river. Raise level of restaurant row. Make it a good spot for bird watching. Remove invasive plants and replace with natives. Strong but reasonable building height limits. Like boardwalk, like sloping topography. Use steam plant as focal point. Include pre-European cultures. Increase and improve access to river. Make building sensitive to natural surroundings. Strong connection to neighboring facilities. Public art near steam plant. Create modern twist on original energy production, i.e. steam, solar

Mechanism to evaluate/value cultural values/weigh against “commercial” development, i.e., history, museum vs. condos. Mostly park land. Flood plain important, let river meander, need few amenities. Energy source – geothermal characteristics, ex., use steam plant. Self-sufficiency, demo project. Old equipment in steam plant – historical education. Like Gas Works Park – good example. Energy focus at southern end of site. Millrace visual feature – unique/historical. Electric streetcars – does loop handle electric cars? Low-traffic loop – does turn radius of streets support electric cars? Move street further from river to create more green space. Close street most of day – open in evening or for deliveries. Railroad tracks – 15 minutes – noisy, deterrent to housing, commercial development.

More trees. Keep bike path as is – maximize distance from road and trees. History of power plant near plant (interpretive center). Restaurant row? – have theme/historical theme? Character of steam plant. Does the water feature separate restaurant from steam plant? (Controlled development) No chains – add connectors. Traffic flow to/from restaurants. Life on both sides of restaurants. Street not designed for thru traffic. Trolley cart (modern way) – connect to bus station. Farming – urban agriculture. Dump (Alton Baker)/industrial. Native Americans – Willamut – social connections – African-Americans. Outdoor events – need shade trees and open lawn areas. Better access to river’s edge will make use better. Ability to stop traffic. Make very easy to walk, but accessible. Stage area? – fabric of space, multi-use area. Diverse information displays. Details expressing history – lighting, paving.

Stories. Label stuff (old infrastructure). Leave steam plant and administration building. Make it interesting. Walking as way to experience. River is byway. Thread the stories together. 5<sup>th</sup> Street Public Market tiles make good place-making. Like displaying historic/cultural aspects of area in integrated way (as opposed to museum). Art should reflect the spirit. Edgy and gritty (not cute). Bend of the river – most beautiful spot in Eugene. Make it inspiring, “world class.” Eugene builders, keep it local. Include significant women of Eugene. Include multicultural stories. Story of our future – what we aspire to be. Like setback of path from river. Provide “catwalk” over river as secondary access. River connection. Vision of what we want to be. Labyrinth on knoll.

## ATTACHMENT B Comment Cards

- Just get it done, before I am too old to enjoy it.
- I am disappointed that there is still no conversation about the possibility of a civic plaza with repurposed buildings, an attitude of cost avoidance, and some mechanism of how to “pay for” such an approach.
- The public support for this project looks high. What can be done to use this support now to support actual development sooner rather than later?
- Make it happen—we can design until we’re blue in the face, but we’ll end up with a pit if we try too hard to make it perfect.
- Has an economic study been done on the value of the ground for sale? If EWEB wants \$30 million for the property, how does this pencil for the developer? You can’t rent greenway and riparian areas. With sustainable buildings, higher construction cost, green roofs, SDCs and street development cost, IT DOESN’T PENCIL. Even if EWEB gave private developers the land for free (is this project realistic).
- Great ideas! Since this project should be considered long-term to complete, this is a great base. Firm up the plan and start implementing it slowly. Wait for the economy to recover to make the next step begin.
- None of the illustrations show the transmission lines and power tower. Explanation of potential of running lines under hypothetical bridge would have been useful.
- Do what you can to relocate or bury the power lines. Thanks for the chance to give input!
- Using “Dash” to get across the river – the Alton Baker Park and EWEB city park with a City-run safe boat available ride on the river, at least two boats to handle the crowds. If you build it, they will probably come.
- Open space. Much of open space is the visual aspect. We have to get rid of the electric wires over the river to see all of the open space.
- Footbridge is brilliant idea! No salmon spawning in downtown Eugene – much cheaper to create elsewhere.
- A walk through history – guides in period costumes – perhaps a sculpture illustrating event or person of importance. Brief brochure giving brief info. Info sheet given to participants.
- Include references to the city origins.
- Overall, the appearance and vision is inspiring, however what I believe is missing are the practical applications. I foresee the project stumbling over the same obstacles that the downtown rejuvenation plan has encountered: you can’t FORCE foot traffic. People drive, so you have to funnel that active energy through the area via CONNECTIONS. There should be a thoroughfare, maybe a bridge to the other side, or a regular gathering point such as a concert stage featuring free local performances and speeches about the history of the area—EVENTS are key to creating LIFE or no one will patronize the restaurants. Back in my home town of Atlanta, Shore Mountain Park remains a relevant gathering point, as does Midtown, due to summer concert series and music festivals that regularly pack the area with people who require nearby places to eat and drink.
- Ya-Po-Ah is outrageous and so is a 20-story tower.
- For all kinds of reasons, I think restaurant row should be one level. Light access to

people spaces should be considered for all buildings. A variety of vegetation may work best.

- Allowing 120-foot tall buildings seems extreme. Building heights should never be high enough to block sunlight in the public areas near the river.
- Re: building heights, I would like to see restricted heights close to the river because of all the space available in downtown for the taller buildings. Let's build taller as we move further away from the river. Build the 100'+ buildings in the downtown area.
- Do not have any building high enough to change the natural light/dark of the bank (riparian zone back more than 100 feet).
- Suggest a committee or board of proper background and educated people be formed to study extensively the building heights. Maybe design a special zoning district re: land adjacent to the river. The land is precious and needs some good thinking re: heights.
- How can we put enough "teeth" in this framework so that the elegant, urbane qualities that are projected here actually come to pass, and not watered down in the subsequent phases of development? Height limit should be somewhat lower than core downtown. I recognize that there is very little building footprint area, but 120' is really tall.
- Overall a great plan. But the area around the mill pond needs more space for cultural facilities (historic/art). Consider making building height limits higher at the railroad tracks, lowest at the river.
- No section should be higher than about 6-7 stories. Please, not another Ya-Po-Ah (20 story)!
- Traffic circle to self-regulate 5<sup>th</sup> Street transition? 120' is too, too high.
- Landscape – Alton Baker Park across the way is a shaggy natural area. This bank landscape should be more urban, occupied, and not shaggy. The terraced, manicured urban landscape "just a small area" that is NOT natural. Not a riparian river's edge. Theatrical landscape. Open Space: I think it's GREAT!! Lots of layers. Building Height: Purple zone limit to 4-5 story, NOT 120' feet, 10-story. I think the site plan is fantastic. Really incorporating comments from past meetings. Really working as a people place!
- The "carrying capacity" of the site does not support 120' building heights for ANY of the site, much less the majority. The afternoon shadow across the boardwalk and other open spaces would greatly diminish the experience of the area.
- A high-rise building aimed at the retirement community would bring in significant tax revenue and generate business revenue and tax income as well. And the basement or lower floor(s) would provide parking space.
- Taller than 60' would create a significant psychological barrier between the rest of this city and this area. It would shut it off like a fortress.
- 120' is too high. One skinny tower or I'd like to see more variation in building height with majority around four stories. On Landscape, I voted for B. BUT a small area of mown grass might be necessary to make this a really useful people place. A mix of landscape characters?
- A tower coming out of the steam plant, like the Hearst Tower. How about a micro-hydro plant tied in with the millrace? A trolley loop on the main street. Bus stops on the development's edge for transfer to the trolley.
- Housing, housing, housing. There are a lot of low-income properties (residential) so no need to require that here. Market rate and high-end housing for economic viability

sake. At least one tall building (6-8 stories) is okay but with a landmark designed roof line since it will be seen from afar.

- Anything other than lawn or meadow along the river makes it impossible to use the open space for any kind of festival, market or other commercial activity.
- Nature plant garden. Incorporate native plants into landscaping. Like idea of wetland for stormwater treatment. Increase vegetation at river interface: 1) cool water – fish; 2) birds and animals need vegetation/trees.
- Lawns: No, no no—goose shit, nutria turds—get real! Woody debris! Creative salmon restoration demonstration project, high school/college students, Ph.D. dissertations.
- Overall, nice design with a good balance of environmental/sustainability and business/economic. Restaurant row is a nice concept. Please insure strong environmental elements: native plants (especially riparian), stormwater treatment and riparian repair. Avoid lawns because of impacts to river and attracting nuisance geese. The pollinator knoll is a cool idea. Do what you can to help Chinook salmon (shade, water quality, etc.).
- Landscape issues: Need to integrate native biological communities into the “open space” throughout the planning site. Codify the landscape criteria into the master plan. How does grass stabilize the riverbank?
- What is the plan for site cleanup?
- Feel that the river should have a minimum of development. Having lived in Sacramento, CA, I appreciate the challenge of flooding, which can be very destructive. Respect for the ecology should supersede all the human intervention. 5<sup>th</sup> Street Markets offer most amenities that people like and museums can easily be placed in nearby locations. Much work done to repair the terrible plan for Old Town Sacto, and the 26-mile bike path along American River in Sacto is to be emulated. Miles of oak trees line the bike path, area left natural, lots of shade, easy access for rafters and boaters. Low maintenance compared with gardens, lawn, etc. No replication of Alton Baker Park!
- When deciding on plants, consider allergies in Eugene – the cleanest plants.
- The current riparian zone is TOO narrow in your plan. If water quality/aquatic health is a true concern of yours, this area should be widened. How can open space (people space) and habitat be better balanced on this site? What will your proposed habitat zones actually provide? How can this area play a larger role in connecting riparian corridor? I am glad to see that green streets are included in this plan. It is time for Eugene to improve stormwater design as well as streetscape/walkability issues. Building height seems too high, especially on riverfront area. A tower? This seems drastically out of character with current vernacular.
- I feel a terracing option for the last item would be more prone to keeping out blackberries yet blending nicely with native habitat.
- The plan doesn't necessarily need more open space. It needs more devoted to the river's edge and riparian area for protecting habitat for fish—especially since the Willamette is “essential habitat” for Chinook. More area between “people place” and river with greater vegetation to help shade/moderate water temperature and maintain structure of stream bank.
- YO! I ride my bike by EWEB daily. The incidence/increase recently of motorized (both gas and electric) two-wheelers is significant! You have not taken the likely increase in

this reality into account! HELP! (motorized wheelchairs, too). FISH-eating birds require cottonwoods for perching AND roosting AND NESTING. The more this project accomplishes a bird watching positive bias, the more acclaim it will merit, in my opinion. Thank you! ALSO, anchoring woody debris/large downed trees in the river is a fabulous idea. Habitat, habitat, habitat. How about a log jam?

- Re: landscaping, I think we need a mix of all four.
- I question the amount of space available on your “festival” street and public space. Is there enough space for a large festival or relocated Farmer/Saturday market?
- Don’t try to make an “open space.” Instead, utilize all available space for an industrial museum – old machinery, covered displays, etc. This will be a powerful draw. We have open space across the river.
- Don’t try to do too much in one spot—don’t chop up the continuity of a central public space by including one of every habitat type. Pick critical urban habitat, high-impact strategies such as stormwater management, green roofs and riparian edges, and use them repeatedly to showcase the strategies and create a clear identity for the zone. Mow a big lawn. Don’t pollute with it—maintain the riparian edge—but in this one highly public open space on the river, provide an open, sunny gathering space with shade at the edges and pockets of shady trees in the lawn. Keep visual windows open in the riparian edge. Popular access to the river will promote POPULAR stewardship of the rest of the river and its more natural riparian preservation. Love the scale of the spaces and building height plans. NO TALL BUILDINGS THERE! Put them in town proper. Love the way the public space is a mix of hardscape/softscape. It should continue as close to the river as possible. The steps on the “millrace” between the steam plant and restaurant row are a great way to get to gentle, safe water while protecting the riparian area proper along the river. Great work! Thank you.
- Eliminate some buildings to increase public space. Behind restaurant row, increase space for a large public open space for festivals. I am concerned that the 5<sup>th</sup> Street extension needs to be a slow green street with trees. Has to be part of green space. Height limit – not too tall, 45-60’.
- More restaurants/less open space on restaurant row. Alton Baker is habitat. None of the above on the landscape question. Reduce total area of landscape.
- I would love to see more benches very close to the water to make it more inviting, friendly, and to keep eyes on those areas.
- Educational aspect, outdoor “classroom,” public art as culture, beauty, form, marker and education. Butterfly knoll.
- No more parks. Trees where needed.
- Re: open space, need to get a small, modest, but definite public place among the dense buildings (see diagram by Dan Herbert).
- When the gentleman said “watchtower,” he was on to something. Instead of a plaza which would increase visibility (which may not encourage traffic to slow as drivers make the right hand turn at the 5<sup>th</sup> Street jog), rather a solid mass such as a beacon. “Where do I go to get to the river? Oh, hey, a beacon, I guess the river is this way.” I like! Plus the mystery of it all encourages slow speeds around that corner, perhaps. Yes?! And I love bike paths along the river!
- Good work listening to community. Improving plan. Implementation realities? “Pollinator knoll” nice name/gimmick conveying biological intent. Many implementations

possible. Pollinator emphasis: Could consult local chapter NABA (National Butterfly Association). Butterfly and insect garden. They would help, probably adopt, based on their existing planting and service projects. Drawing shows labyrinth-like feature. Intent? Develop further as highly meandering, maximal length, meditative, pausing for native plant garden. Evokes monumental, ritual sites. Consider features incorporating art and sun/season astronomical amenities, e.g., sundial art, sunrise sighting markers, solstice/equinox markers, info, references, examples.

- Please keep the “vibrant, active” theme in the design. More shops, restaurants, etc. is better than less. Thanks for hearing the voices from previous meetings. Good work!
- How do we guarantee responsible development? Setbacks, stepping and height limits are good but a stipulation about the inclusion of public places on the street within each private development could significantly improve the chance that those development zones (especially taller ones) will become great “people places.”
- The master plan and design concept is a great start, but the focus mainly is right along the river. I am curious, how are the in between zones being treated? How are the paths going to accommodate “people places”? For instance, there should be a lot of focus on 4<sup>th</sup> and the extension of 5<sup>th</sup> Avenue, and how people are going to use it. It would be very ideal to have benches or gathering spaces because those help create “people places.” Because if there is a focus on connecting the river to the city, the focus and connections need to be continuous and throughout. The ACTUAL connections need to be focused on.
- Have you defined WHAT you are aiming to SUSTAIN, WHO you are sustaining, and for HOW LONG your actions/plan will sustain your objective/goals? The word “sustainable” has great potential, but is often used without clear focus or intent. Thank you for inviting public participation and aiming to incorporate the community in this process.
- Great job! Thanks for this great process! What about electric rail (instead of for cars)? (history, mass transit, clean energy) What about “living machines” for water filtration, such as in Arcata, California—using plants, etc. to clean water. Educational, forward thinking, sustainability – next seven generations. #1 priority.
- Why take down the buildings that are there? They are very usable as is. Just rent them out!
- Perhaps no driving on the main street during summer months
- I don’t think we need vehicular access to the site like was proposed. I would rather have parking at the edges and pedestrian-only streets at the heart of the site. Deliveries and handicapped would have access. OR—at least no traffic during summer months when people want to be walking.
- No cars, alternative transportation, picnic areas.
- You talk about sustainability, but you design for cars. Design so people can be surrounded by green space. Keep the cars further from the river—let the cars park away and the people can walk to the river. You are creating a small version of Portland. Why not build a Marquam Bridge too?
- Let’s put a speed limit on the bike path.
- Pedestrians use streets—how do pedestrians get across busy arteries like 6<sup>th</sup> to get to this area?
- I’m wondering how the streets support public transportation and bicycles, etc.
- Good job! Think about: 1) Stronger 5<sup>th</sup> Avenue connection – plaza and view shed can

work. Don't scrimp. 2) Moving bike path to Bow Street – allow people to relax along the river without fear of bikes. 3) Lots of boardwalk and restaurants and plazas! 4) River edge looks great. But perhaps a little more clarity in your design intent.

- Move the bike lane away from the water's edge onto the street between the EWEB building and the steam plant. This will give more pedestrian encounter with the river.
- Would be hard to have bike path (lane) on road with also having on-street parking. Perhaps creating a "bike lane" on walking path. Then again it would be a relief to have some portion along the river where you don't have to worry about being run over, especially children. A place where families can relax.
- Streets/cars are NOT compatible with public spaces. Please relocate the street running along the public space to the interior of the developed areas.
- Loop must be modified to accommodate electric street car and minimize auto traffic and parking.
- As we begin to focus purely on the riverfront and the city's interaction with it, let's not forget the rail as a cultural identifier. The southern edge has been ignored and turned into an undesirable back parking alley. This border could focus on the urban hard landscape rather than just the natural softscape. The southern region could focus on enclosed and intimate plaza cross streets more than just parking and streets that lead to a fence. There is currently no reason why I might venture to the SW street. If you want that SW side to be private, it can still foster communal nodes rather than just condo parking.
- My preferences regarding streets: No street parking. Let this be a people-focused zone like Santana Row in San Jose. Commercially, SR is wildly successful, yet there's no street parking allowed (cars park on the outskirts of the people-centric store fronts, and this allows for wide sidewalks that are nicely landscaped). As a second priority: No cars on the streets at all. Instead, have trolley or streetcars that pedestrians can easily hop and off of.
- Needs connection along Franklin Blvd.!! Green streets: medians? Are there sufficient bike lanes that connect? Connection to U of O.
- The viaduct should be brought to grade near the EWEB headquarters and enter the grid. For sure, plan to change primary mode to ped/bike for many green streets. Address east courthouse food garden (Ann Bettman at U of O project). Address planned 200-250 car parking lot in RRP site.
- Traffic at south end of street. Where is the flood plain/floodway? Neither the 8<sup>th</sup> Street nor the 5<sup>th</sup> Street connection really work as connections. 8<sup>th</sup> does not connect to itself across Franklin/High for vehicles and pedestrians and doesn't connect to river visually. 5<sup>th</sup> jogs ½ block at High. It works for pedestrians but not for vehicles, nor view of river from downtown. I like the bridge indicated. Would like to see it identified on the master plan. It is currently shown but not identified in tonight's presentation materials.
- Is there any way to insure a view shed to the river from 5<sup>th</sup> Street looking east? I'm talking about the portion of 5<sup>th</sup> Street near Lucky Noodle (5<sup>th</sup> Street Market). Doesn't need to be the road itself but from the road through the buildings.
- A lookout that goes over the bike path from the boardwalk. Sound barrier to railroad – in building development.
- Green fingers good. Where's the parking? Old artifacts good. Bike path not on river but on street behind Restaurant Row. Where is the public transportation? Love the open

space ideas.

- Steam plant repurposed into brew pub. Restrict car/truck traffic. Question #3, building at SE corner of 5<sup>th</sup> Avenue (extension) and High Street MUST be a “great” building. Question #5B, Eugene deserves to grow up!
- No manicured lawn. Either way should be pesticide-free. Concerned about bird strikes on building windows. Larger setbacks from river with riparian vegetation melding into more open meadow area. Limit building height to two story, three max. Love the idea/concept of connecting downtown to river and providing restaurant/café’ space along river. Way overdue, and excited to see this come to fruition. Good luck! Concerned over introducing more car traffic to area and no parking available. Like idea of “restoring” millrace and adding extra water/vegetation element.
- Please take a bigger step back from the river with particular attention to streets and large buildings. As I see it, most of the property should be restored riparian forest, much like Alton Baker Park. Replace the large buildings with restaurants/shops and living space – remove the office buildings completely. No buildings should be taller than 50 feet, preferably 30 feet. Important: All buildings should minimize the use of reflective glass. A significant problem today is bird mortality due to striking windows on buildings. Because of the proximity to the river, any buildings on the site would be a danger to migrating and resident birds. Eliminate lawns entirely from the site. Manicured lawns are polluting for both water quality and air quality. Fertilizer and pesticide runoff from lawns into waterways. Mowers and leaf blowers used on lawns use gasoline and release CO2 that contributes to global warming. Overall, I am very disappointed with the public participation provided for the design process. Three meetings is not enough. Please take another try at the process and look at the process used under the National Environmental Policy Act (NEPA) for guidance. Scoping, drafts and real public comment opportunities are needed.
- Parking does not look adequate for proposed use—is there a parking structure? Southerly access road railroad conflict—how does pedestrian access work? Need to limit access to water—people will go there—how about a boardwalk just above the MHW line so people can see the riparian area? Traffic plan looks problematic—I can’t see it handling much volume. Is pollinator knoll native species? Large proposed new structures—what stays, what goes. Show lot zoning. Remove future bridge shown in dash lines—bridge needs to connect to restaurant area. If steam plant and substation remains, it needs beautification. Will open space be EPR? Who maintains and to what standard? Downtown ped/bike link – safety. Boardwalk goes nowhere – nice concept, poor application. Make better use of millrace. This is a great water feature – use it. The restaurant area needs to be “mixed.” This looks like a food court at the mall. We deserve better. Need clear guidelines on how open space (public and private) will be maintained – secure funding for this.
- Would like to see the steam plant transformed into an arts and performance space. Would like the landscaping natural and riparian. Larger public space more than current 25%.
- 5<sup>th</sup> Avenue crossing is awkward and dangerous. The traffic flow off 5<sup>th</sup> and left to High is difficult already. Eliminate so many streets. Do not load the area with buildings. Buildings abutting the railroad tracks were prohibited in the Riverfront Research Park design. It probably is not legal here either. Aspects of this master plan proposal seem

un-researched and unrealistic. Buildings will block southern sunlight from the entire area. I oppose giving away our public land to developers. Do not relocate the bike path.

- Re: can live with it, public spaces slide (imagined view) does not look like plan. In possible picture, the width of green space between path and river appears much narrower (too narrow) than plan. Imagined restaurants too vertical—dominating—second floors better with setbacks and balconies.
- I like the concept of the riverfront and restaurants. Bike paths outside of this zone is a good idea. Parking needs to be addressed, low-rise parking structures. I like the waterfront park design used in Portland and this seems to resemble that somewhat. Must have a permanent residential portion to this design in order to maintain a good populace in this area year-round.
- Shade needed! Move closer to river for pedestrians. Bikes and walking on path do not work together. Not allowed to ask questions or defend B plan because person next to me spoke ignored! Do you really want ideas? How close to native habitat do we get—in it or only view it? No more than four stories - no C zone. We don't want skyscrapers—don't want a big city feel—I live in the neighborhood. At the end you moved into defending your project. Who wants a sophisticated city? Keep it small and beautiful.
- 1) More direct connection to 5<sup>th</sup> Street needed. Sorry, but I'm not convinced it can't be done. The east leg of the intersection could mirror the existing western leg. 2) Cultural landscape/improvements should focus on the future; ideas such as a steam museum are a money-losing, boring waste of time—who'd want to go to that even once? 3) Love the scheme for the riverfront – good job! Consider the possibility of reducing area/sf devoted to streets to provide more developable (taxable) area. Also consider low-impact development streetscape design – rolled curbs or none, bioswales, etc. that may conflict with on-street parking scheme.
- Good meeting. Wish I'd gotten involved a year ago! Good website. Transparent process. Make 5<sup>th</sup> Street a 45° or S curve, not two lanes!
- Be careful about design that pleases everybody. Some will have to have some level of disappointment or you'll have a broken-up hodgepodge mess! Keep it simple. Carry themes through larger spaces. We'll get over our pet issues.
- Please do something with that horrible little piece behind the federal courthouse. I realize it's not part of EWEB property. How about a public parking lot or green space? Put the 20-story downtown in one of the damn pits! Thanks.
- Need much more green space. Public space needs to be functionally public. Parks are high-end, restaurants aren't. Safeguards needed. More trees separating bike path from buildings. If new pedestrian bridge is built, having it at the end of an Alder Street bike path extension would be better. Building heights too high unless set back further from river. Ideally, we would have had an opportunity for a second vote. I changed my mind after hearing comments. More land should be publicly owned.
- How does this plan affect downtown redevelopment? Alton Baker Park is shaped like a running shoe. Why not do the same on the opposite side of the river?
- Reduce the restaurant row—move it back on the skinny end to create a bigger end of 5<sup>th</sup> Avenue. Limit height to 100' or so. Good job on streets. Try to capture more than 40% of stormwater. Give the public a chance to buy the public space!

- I really like the separate paths for bikes and pedestrians and the connections you made between them. The green streets and secondary streets are appreciated. I like the terraced idea of vegetation that leads people down to the river. And I think the way people view culture/historic representations in the space should be easy for people doing different activities to appreciate, understand and enjoy. Things you don't necessarily need to stop and read in order to enjoy them.
- Bury the tracks. Convert the millrace to a bike path. Build heights 5-7 stories of housing.
- I appreciate the planning effort for the EWEB site, however there is an opportunity to expand the boundaries to include a logical area. I think expansion to Franklin and north to 3<sup>rd</sup> with High as the west boundary.
- Bike bridge needs to be included. All development needs to be "green" or environmental-related. Don't want to see Jack in the Box. Would rather see organic food and drink and/or local-based green stores and offices. NE streets along river at restaurant row are not needed. Need minimum height standards (don't want all one story)! Need max surface standards. More rooftop vegetation (native).
- Good job, folks!
- Please look at ways to incorporate the social history of the area (even if they are unpleasant). Our community needs to know those things (maybe incorporating art/social commentary pieces that can create dialogue). Native planting/riparian zones needed. The riverfront has too many "lawns" already. Fruit trees – public food, people in the landscape. Information not just through placards—art pieces, visual changes, view sheds called out, path paver changes, timelines through space. Local artist pieces.
- Include a "I don't know" choice in the questions. I think some people are giving opinions that make no sense. I wonder if an option of unknown would provide useful info/outlets. The city should meet the river, disguising it with trees, "nature" or ideas of re-creating a habitat are denials of the fact of a city existence. Make this city feel like a city.
- Restaurant plaza would benefit from more space creation. Currently it seems to be a flat open space instead of a system of spaces. Maybe level changes would help. A façade of privacy in a public space. Landscape should mirror the building use type. It seems to be asking for a manicured but natural and diverse area. Culture: Native river, flora and fauna, history of the use and movement associated with river, history of the environment. Traditional uses of rivers don't involve large business complexes. They were simple, understated, humble.
- Very good! Parking is always an issue. ALDs worked fantastic, especially in group discussion. After that they did not work. Wonder how many might benefit from real time captioning? Noticed many hearing aid users!
- You seem to have created a good balance between people and the environment.