

**EWEB Riverfront Master Plan
Summary Public Event #2 - November 10, 2009
Review Design Options**

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 for future redevelopment, and on May 29, 2009, EWEB contracted Rowell Brokaw Architects as the design consultant for the project. The master plan is scheduled to be completed in June 2010. A meeting was held on November 10, 2009 to get input from the public on design options for developing a new vision for the 27 acres of EWEB riverfront property.

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 to the project. The CAT will be assisting Rowell Brokaw Architects, which is based in downtown Eugene, in the development of this vital downtown riverfront plan. The public is encouraged to engage in the master planning process by attending the next public meeting on February 24, 2010 or commenting via the project website (www.eugeneriverfront.com) at any time.

MEETING OVERVIEW

This meeting was the second of four planned public events. It was organized to give input on draft design options to the Community Advisory Team, EWEB Board of Commissioners, and design consultants. Approximately 250 people gathered in the EWEB North Building (500 East 4th Avenue) from 6:00 to 8:30 p.m. on November 10, 2009. Refreshments, Spanish translation, and Assisted Listening Devices were provided for participants. Meeting participants included a broad community mix, about 50 of whom also attended the first public meeting held in September.

The agenda for the November 10th meeting was:

- Welcome and Community Advisory Team Introductions
- Background and Design Options Presentation by Rowell Brokaw Architects
- Small Group Discussions and Refreshments

- Which of these options would best create “an active, vibrant, people place” and deliver on Eugene’s reputation as a sustainable city to live in?
- What do you like about these options?
- What are your concerns?
- Full Group Discussions
 - Open Space, Public Access and the River Edge
 - Urbanism, Street Types and Concentrations of Activity
- Conclusion and Next Steps

Community Advisory Team member, Gary Wildish, welcomed participants and introduced his fellow CAT members before turning the program over to Rowell Brokaw Architects. The design consultants presented background information on the site, collected through months of interviews, technical research and focus groups on specific issues. This included site analysis, key project assumptions and guidelines developed with the CAT, transportation infrastructure, existing building footprints, subsurface limitations, easements, river bank armoring and riparian extension potential.

Since more than half of the participants were new to the planning effort, it was essential to share the information necessary to be able to give meaningful feedback. It was important that people understood 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 Knudsen presented the larger project design context, including the site’s relationship to the University of Oregon, Alton Baker Park and to Downtown. This included a presentation of the Great Street framework described in the Downtown Plan, and the possibility of extending the streets onto the EWEB property to form a “great loop.” Continuity of the river edge was highlighted as the ecological potential of the site, with opportunity to repair riparian function.

Three concepts for the site were then presented (see Attachment A), explaining elements consistent to all plans, such as a bike path, and highlighting the key differences, such as open space configuration and street patterns. Each option was presented first using simple framework diagrams to describe the thought process used to create each option. These most closely represent the pure framework that is the “backbone” of the master plan.

The options were then presented using different drawing types to appeal to a range of expertise and points of view. These included birds-eye views, perspectives and plans with varying detail. The intent was to be illustrative and engaging to draw out people’s comments about a real place, rather than just an abstract diagram.

Option 1: City Green

This scheme created regular-shaped blocks where possible and established a large open space along the river. The open space is developed in a way that could allow some remnants of existing buildings to remain as public amenities or for there to be a unified open space. The open space would have hard surfaces, some soft park space and river edge improvements.

Option 2: Organic Plaza

This scheme builds on the footprints of existing buildings, representing the traces of the history of the site, creating an outdoor plaza within the site between the vehicle repair facility and the original EWEB Headquarters building. The street meanders through the site, responding to patterns of existing easements and building footprints. Backs of buildings meet the river edge, with two large open space extensions into the site along the 5th Ave and Ferry Street axes.

Option 3: River Bow

This scheme brings a street between development sites and the river, promoting public access of all types along the river. It creates deep development blocks that could be subdivided with through-streets.

The goal of the meeting was not to pick one of the three options presented, but to give feedback about what people liked and didn't about each of the options. A "mix and match" approach to elements within different plans was intended to promote discussion about desired elements and features, without requiring people to choose one of the three options. This was intended to allow the CAT and the design team to interpret and integrate the input in a cohesive single draft plan. This information will be used to formulate a new single rough draft to be presented for review at a February 24, 2010 public meeting.

SMALL GROUP DISCUSSIONS

After the presentation, participants gathered in small groups with refreshments and discussed the three options. This information was collected and given to the Community Advisory Team and design consultants to help develop a single direction. (See Attachment B for verbatim comments) In general in the small groups, there was a desire for a "big vision," an appreciation of the site's idiosyncrasies to create a unique experience, a desire for a vibrant social destination and connection between the city and the river. There was concern about removing energy from elsewhere downtown, and a request for clarity about what will be public and private spaces and ownership.

Consistent with the Eugene Downtown Plan, all of the concepts depicted an urban, mixed-use environment. Almost all of the comments collected supported that direction, and many suggested emphasizing residential over commercial uses, but also expressed desire for some retail and easy access. A few participants said they preferred the site be returned to a natural river experience with little or no development. Many expressed support for re-use of buildings where possible, partly as a way to avoid overly

homogenous development and to allow for incremental change. Questions about parking were common and concerns about diminishing re-development potential by saving old buildings were expressed.

Small group thoughts about open spaces and the Willamette River edge in the three options included concerns about too many trees blocking views, activity being too far from the river, and desire to make the open spaces safe for people with good lighting and visibility. There was a preference for a vibrant public plaza, retail and active uses facing toward the river, and many liked the green fingers concept extending into the site to integrate the urban and riparian experiences. Some concerns were expressed about a road with cars potentially being too close to the river in one concept. Many people asked about the possibility to daylight the millrace.

Feedback from small group discussions supported a multi-modal (bike, pedestrian, and car) street strategy to move through the site, and a clear and direct bike path. Suggestions were made for strong pedestrian connections under the freeway overpass (viaduct) and there was support for a foot/bike bridge to Alton Baker Park to create a shorter walking loop and to provide more access to the large park space on that side of the river. There was both concern about a new foot bridge blocking the river view and enthusiasm for viewing the river from a potential bridge.

DISCUSSION & ELECTRONIC POLLING

The meeting then reconvened as a large group to discuss the options in more detail together. Presentations by the design team described specific differences and choices and then the group was asked a relevant question. The PowerPoint presentation is available on www.eugeneriverfront.com. Using electronic polling, or “clickers,” the group could immediately see the sentiments in the room and was able to elaborate and discuss the themes further. Percentages indicate the participants’ preferences at that time.

Beginning with a discussion about open space and river edge treatment, Margot Long of PWL Partnership illustrated the core sustainability strategies and some of the specific open space conditions represented in the three options. These included active open space such as plazas and overlooks, passive open space such as lawns or landscaped areas, and riparian restoration, including manipulation of the river bank and new large scale plantings. She then asked:

What kind of open space and relationship to the river do you want to see here?

- a. Terraces of green space that allow people to reach the river (13%)
- b. Open space overlooking the river that gives a "special place to go" (11%)
- c. Significant restoration of the riparian zone and re-armoring of the riverbank (6%)
- d. Layers of multi-modal paths among a restored, riparian landscape (18%)
- e. A mix of these experiences (39%)

After further discussion of open space and ideas about the river edge, John Ellis of WRT/Solomon ETC discussed various street types showing slides to illustrate the different concepts. Participants were then asked about their preferences for further discussion.

Which of these street types seems most appealing as the primary, “identity route” through the site?

- a. Festival Street: A narrow, multi-modal street that can be closed for public events (16%)
- b. Traditional Main Street: A pedestrian-friendly, tree-lined street with active uses on both sides (21%)
- c. Dutch Woonerf: A narrow, pedestrian- and bike-oriented street that allows vehicular access to shops, restaurants and residences (12%)
- d. Water Street: A multi-modal street with shop entries on one side and a connection to the river and open space on the other (32%)

Discussion indicated that most participants wanted cars to be able to access the site, and wanted strong street connections into the downtown core and 5th Street, but that pedestrians and bicycle safety and comfort should be favored in design. There was strong participant response that cars should access, but not dominate the site.

John Ellis then discussed potential locations for concentration of activity to create critical mass necessary to create vibrancy and success. He then asked the question:

Which table would you choose if you wanted to meet a friend at the downtown riverfront?

- a. In the plaza, with a view to the street (3%)
- b. On a private terrace, with a view to the river (7%)
- c. Back from the river, with a view of trees (3%)
- d. At a park bench with a view to the river (5%)
- e. At a sidewalk cafe with a view to the river (59%)

In discussion, participants overwhelmingly expressed a desire for an urban experience at the river. This sentiment may have been based on trust that any development would respect the river, as consultants expressed many times that development and access could occur in an ecologically sound manner.

Mary Unruh, CAT member, concluded the meeting on time by thanking the attendees for their useful insights and feedback, and inviting everyone to the next meeting on February 24, 2010, when Rowell Brokaw Architects, the CAT, and EWEB will present a draft master plan for refinement.

The November 10 meeting organizers and presenters included:

- John Ellis, WRT/Solomon ETC, Urban Design Consultant
- Julie Fischer, T'NT Consultants
- Kaarin Knudson, Project Manager, Rowell Brokaw Architects
- Margot 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 B: Verbatim Comments from Small Group Charts

Option 1

Like artist studios under viaduct
Like using existing buildings and adapting them, gives more uniqueness
Like that this option keeps more existing buildings
Keep EWEB Admin. building public
Repair shop is beautiful
Like connection to river
More access/visibility to river for safety and programming of open space
Like concept of river access by foot (not car)
Easy to access river
Activity too far from river
Active, vibrant
Concerns: Hot spots not close enough to water
Like option as pulls development away from river and retains peaceful experience
Gives it a sense of place/history
Daylight the millrace and make manageable
Consider no development option (park bonds can pay for)
Consider consolidating buildings to have open space that balances ABP
Easier open space for the community to sit down and relax
Don't like big open space against river
Too much open space – bad
Green space good
Like green spaces toward front and residential (vs. commercial) with green space for tenants
Chain of smaller spaces? Might be more easy to populate than bigger spaces
Dislike: Floating insular spaces, limeanity(?), not as dense
Buildings with external O.S., not private courtyards
Public space
River's edge more wild – connection to other side
Cottonwood very tall – stabilize bank. Special separation? Frame the view.
Toxic waste site – reclaim soil and recycle it. It's carrying toxic into river as it is.
(1) creates buffer between river and people/development
Like best/most sustainable – connects Alton Baker Park/bridges/trail system
Incorporates the green part with the buildings
Like loop street
Connectivity
Like having street access near the steam plant
Great Street concept
Like location of streets
Meandering streets will slow traffic
Separate bike traffic partly
Bridge/paths
Like pedestrian bridge
Like pedestrian bridge over river
Consider safety issues underwater if ped bridge is built
Question need for pedestrian bridge
Likes: Grid, bridge
Bridges – most people in favor (1) & (3)
Like bridge

Like bridge
Walking bridge
Most like bridge over river – 8/9 people
Pedestrian bridge good
A good idea for this particular option could be a ferry system with or without a pedestrian bridge
Less office, more retail/residential
Like skate park/basketball court under viaduct
Like 1 and 3 – open to river, opportunity for retail (ice cream, clothing, café)
Easiest to “phase in”
Open up blocks/views (courtyards) in buildings
New Idea: Create sight line off of 5th where you can see river – perhaps water feature – may mean warehouse go away
5th Street opens to riverfront
The view in all three options is excellent for people to view the river from the location
Boardwalk as vista ties you to the park across the river
Questions about height of trees blocking view of river
Like: possible Farmers Market, millrace strong feature, bridge++, street loop surrounding
It seems that there is a more direct activity
Liked: amount of public space, bridge to Alton Baker, buildings backed up to RR away from river, millrace exposed, maintains separate bike path.

Option 2

Don't Like: Transit connections missing, not enough parking, too much open space
Outdoor art (sculpture options), permanent or temporary
Galleries, museum, destination
Keep existing buildings
Remnants create place that defies grid geometry
Like re-use of buildings.
Too many unnecessary buildings that do not welcome the community
Like this best of three – keeps buildings and honors river
Larger building to add more space (instead of many small)
Dependent on existing buildings – what if these are no good?
Like good connection to river (best?)
Concern: Limited access to water
Concerns: Orientation of “hot spots.” Green fingers take up lots of land.
Active, vibrant
Like history
Like millrace
Millrace in actual location
Millrace at central location
Millrace gives personality to fingers
Memory of millrace
Bring millrace to daylight everywhere
Don't like millrace at 5th, more at 8th
Bring out millrace as much as possible (all of it)
Put millrace down Ferry, like #3
Green fingers should be unique from each other
(2) & (3) green space, buildings and river more intertwined
Like two fingers open to river, terrace down to river
Like Butte idea
False butte

Like green fingers combined with directness of bike path in #3
Contouring is interesting, creates space
Like green fingers and shaping of landscape; similar to waterfront park in PDX
Community gathering place – node concept
Sidewalk café's cold in the shade
Back of building up to river – bad
Concern: Backs of buildings, less public access
Buildings should FRONT the river
Doesn't look like there is enough parking on any scheme
Like large plaza that could accommodate big gatherings
Open steam plant plaza to river
Integrated public and private space
Plaza provides alternate community space to "river"
Private condo/townhomes vs. public use
Like central plaza/meeting place
Like plaza
Like the idea of public plaza and commercial buildings that frame the plaza – not sure the plaza as drawn LOOKS like a plaza
Not as much public space
Like linked plazas and link to river
River has different shapes in different seasons
Liked: Accommodates natural flooding of ecological feature, elevated spot over contaminated spot. Consider labyrinth spiral. Connects site with existing street grid. Irregular block shapes provide interest.
Add "green living machine"
Street network is too confusing – couldn't give someone directions – not direct
The pathway in this option is a good idea for people to walk along
Loops are great
Seems "greenest" but don't like crooked street aspect
How to deal with viaduct in Option 2?
Disjointed (bike path meanders)
Street pattern de-emphasizes the car
Like that you can drive to the site
Like 8th railroad crossing
Medieval meandering grid better than rectangle grid
More "interval" structure
Medieval/quirky/off the grid
Like irregular (non-blocked) shape (2) & (3)
Transit service loop?
Don't Like: Transit connections missing, not enough parking
Would like bridge
Need bridge to Alton Baker
Bridges??
Add bike bridge
Add bridge to Option 2
Like live/work under viaduct
Outdoor summer movie screen on river, people sit on river's edge – Sydney, Australia
Saturday Market in plaza?
Need to look 50 years ahead
Good views of river
Greets viewers coming into Eugene from Ferry Street Bridge

Love it.

Makes a place within a place

Headquarters for green revolution of the world. More opportunity than urban renewal.

Partnership with U of O and federal government. Design according to different view. Think bigger.

Option 2 generally best

Suggested as a good compromise between Options 1 and 3

Likes: Minimalist, high likelihood to get done. Turn building orientation and close to water

Option 3

Don't save old buildings – like loop

Steam Plant could be live/work artist studios with cooperative gallery, educational workshops and classes for the public, kids and adults

Better connections to rest of town

Get people as close to river as possible (living)

Don't like next to river

Like commercial development close to river – like Riverplace in Portland

Opens downtown to riverfront

Like urban/river connection

Lacks urban connection

Like connection to river

Like riverfront connection

Like structure close to river

Dislike: connection to river – create sloped zone, as in Option 2

Connection of downtown to river

Best connection to river

+ Downtown river vision

- Person river access

Will bring more people to the river – we already have a lot of quite/passive open space

Public closer to the river

Pushes activity to the river

Most vibrant

More active

Active, vibrant

Most people-oriented

Reminds me of Portland

Urban scale development

Eugene lacks active waterfront

Like activity pushed to river

Best option for active vibrant people place

In favor of place to have fun and congregate

More density developed – most like the proposed dense development, bringing a major road right up to the river

Some propose that Option 3 is the best active people place because of density and proximity of development to water. Others propose option 1 would be most active because of the more open park-like space.

Confined/condensed design

Like urban intensity toward back of site (away from river)

Like denser development

Millrace open from U of O?

Like daylighting of millrace and bioswale

Open up some of millrace - 8th Avenue, not 5th Avenue – doesn't make sense
 Urban promenade and the millrace under-crossing
 Like idea of bringing Millrace out
 (3) River edge is most public space investment
 Green fingers good on all three
 Like butte concept
 Like this option best in terms of amount of open space by river
 Like face of buildings to river
 Buildings must face river – people access
 Double-layer parking under viaduct?
 - Parking underground?
 Question lack of parking – leads to high-end retail being necessary
 Great destination to bring visitors – parking?
 Boardwalk as public place
 Public space
 Concern in all option about amount of riparian setback/greenway protection
 How will contaminated site be used – not a children's playground!
 Amazed at how natural the river experience is now via boat; should keep in that way (not like
 Puget Sound or PDX)
 Least sustainable, wrong message
 Less sustainable
 + Commercial development
 Like focus on water, but traffic distracts
 Like the flow of the development with the road
 Least amount of traffic
 Bike path more direct along river
 Bike path needs to be separated from road
 Road should be pulled back
 What about turnarounds at either end and bike path to connect
 Concerns: Vehicle traffic too close to river
 Don't like street next to river
 More peds, less roads
 No road on river
 - Street near river
 Auto-oriented
 Bike path could lead people to the commercial area
 Slow speeds would be important to make work
 Need for strong pedestrian activity through viaduct
 Viaduct is a 100-lb. gorilla
 Like multi-modal activity on street
 Smoother traffic flow in this option
 How are right of ways utilized – do they all need to be kept in place?
 Consider visibility and public safety in street design
 Don't like experience of bike path up against buildings like Valley River Inn
 Don't like Ferry railroad crossing
 Concerns all 3: Abrupt disconnection of 5th Avenue
 Change orientation of High Street to get 5th Avenue access
 Steam Plant building frontage expanded to Steam Plant for access and connect of 8th
 Like extension of 5th and 8th as way to arrive at site – something everyone can agree to, with
 some interior streets
 Like Ferry Street crossing option

Organization is more clear and simple
 + Strong grid connection to downtown
 Bridge/paths
 Like bridge
 Bridge to AB Park (all options)
 Like bridge
 + Walking bridge
 - Bridge competing with corridor
 Most like bridge – 8/9 people
 Footbridge is good connection to park from the downtown area
 Like secondary ped/bike bridge to connect to park
 Living space
 Like the idea of studios under the bridge
 No housing under viaduct
 Best mixed use
 Like terrace space for market
 In all – space for Farmers Market style
 Mill
 Like work/live artist studios under viaduct (all options)
 Museum – Steam Plant
 + Commercial development
 Like the idea of artist lofts under viaduct
 Everyone wants mixed use development for all options
 Crescent Village – mixed use
 Housing takes up public space
 Housing and offices aren't vibrant – need retail
 Keep government offices in downtown core, not on riverfront
 Most buildable
 Allows more development – making the project more financially feasible
 Best opportunity for development along river
 City needs property taxes, so favors resi/commercial development
 Want to be able to see EWEB
 A good view from Alton Baker Park
 Buildup to river good
 Like: Multi-use edge of river, observe most urban density, street loop surrounding, some connection to river (less than option 2?)
 Likes: Terraced view in previous version, campus concept
 Don't use Corvallis model
 Like 1 and 3 – open to river, opportunity for retail (ice cream, etc.)
 - Realistic? Lots of infrastructure change
 Riparian/development space
 Some have concerns re: homogenous nature of development, want more variety in the edge of development
 Liked: Level of development, can live close to river, bridge, use space under viaduct
 Don't Like: Amount of public space, bike path, transit connections missing, not enough parking
 "Riparianista" vision
 Concerned that development on site will suck energy from downtown – keep this site green, use existing buildings and focus development downtown

General Comments

Re-use buildings as much possible
Maintain steam functionality, not just building (small scale)
Retain/incorporate historic features – millrace, buildings
Mixed opinions on retaining existing buildings – reuse fits with sustainability and potential food production; keep only if redeveloped well.
Saving maintenance buildings not good use of space
Terraces to river to allow access to river
No development on river shown as an option – missed opportunity. East Bank Trail in PDX with development over river as example.
Emphasize heights for residential (density) like Tate
Need to have people live here in high density
Millrace positive – doesn't have to be historic
What happened to “daylighting” the millrace?
Memory of millrace confusing – daylight millrace
Like Millrace being open
Keep gathering areas along riparian edge (but could be somewhere else)
Open enough vegetation to feel safe
Where's the parking?
Two-level parking under viaduct?
Parking along the railroad track
Show parking
Lots of discussion on parking – show more reality of parking in future schemes
Green fingers and allow river to flow in high water millrace
All roofs should be vegetated
Sustainable – don't sell property, retain in public ownership (3)
Opportunity to put railroad tracks underground
Need to ensure in any final version that have good car access to support commercial/retail
Maintain bike path along river
Accessible bridges for bikes and peds
50% like bridge, but lighter on the river than DeFazio?
Like second ped bridge idea
Like ped/bike bridge
Development will negatively impact downtown
Steam Plant – brew pub?
Include affordable housing options
Quonset hut – permanent Farmers Market
No Walmart type retail
More riverfront restaurants
Quonset hut – museum?
Emphasize residential over commercial
Need to create destination – need commercial options. Eat, drink, spend day.
Diverse/affordable housing
Mixed use is great
Like residential – people around
Do this
Won't really have view of river as much as indicated
Best view without bridge
How to raise section #8 in elevation for views
Keep in mind view to the site from opposite bank.

Like the river overlooks

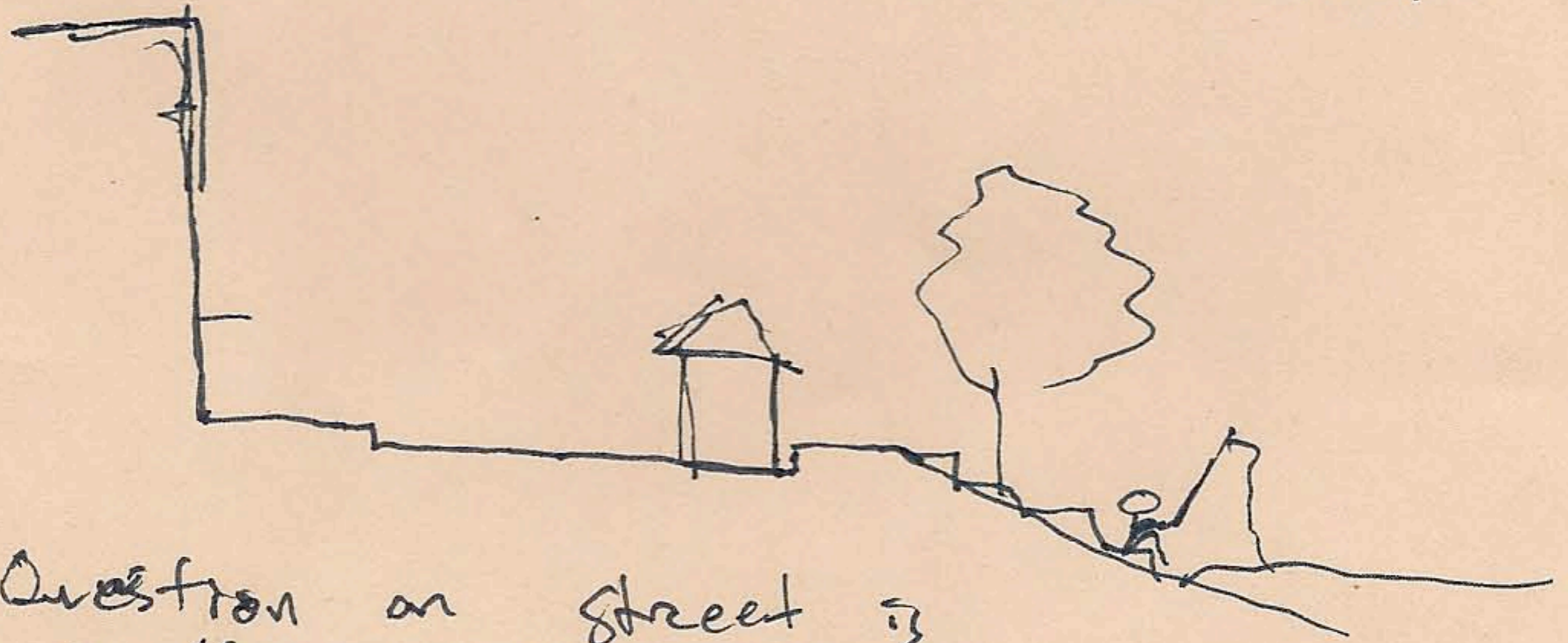
Removing #14 building and adding the green fingers from Option 2 or get rid of #14 and #17 buildings to allow for max open space and possible promenade

Additional Verbatim Written Feedback from Comment Cards

- Conceptual studies should include phasing as one of the essential factors—not just an issue addressed in the final edition of the Master Plan.
- Also final phasing plan should charge City Council with setting up some administration or commission to oversee development through the years. “Master Plans” always change and never stay with original form.
- This development will take place over decades.
- I love the idea of a “sidewalk café,” however in no way do I want that concept to replace a sweet park bench with a view of the river! Got to have those park benches as well!
- If retail and food/beverage outlets are successfully brought in to the riverfront area, how will you ensure that it doesn’t simply drive the last nail into the coffin of downtown?
- How will you deal with the railroad or train noise to invite people to come live right by the tracks?
- I can see the water street being a “main street” with active business on one side and an “active” waterfront park, and a “festival” street when street is blocked and booths and parking spots. The question on a street is what is the “primary” street? Of course there should be a hierarchy of streets in the interior.
- De-emphasize automobile. Stress mass transit, trolleys, trams. Ecology. Environment. Efficient.
- Eugene is NOT all high-end – sit and relax and enjoy water. Simple things. Little intimate space for the people, bring bag lunch.
- What is the difference?
- Lack of necessities – grocery
- Bicycle – high-speed freeway
- Compatible options – bicycle travel/recreation
- Framework of connections providing access and view corridors to the river needs to be stronger. Prevent river edge from being blocked by first developer who takes the bank edge. What is the “area” in general terms allocated for development? Open space, built footprint, parking, etc. How is this verified?
- Cost
- Access to river
- Low rent space – art under viaduct
- Lack of parking
- Options show drive-thru – where do you stop?
- Did you ever consider only pedestrian access?
- Deal with separate pedestrians and bicycle promenade in the evening, shops to enjoy

COMMENT CARD

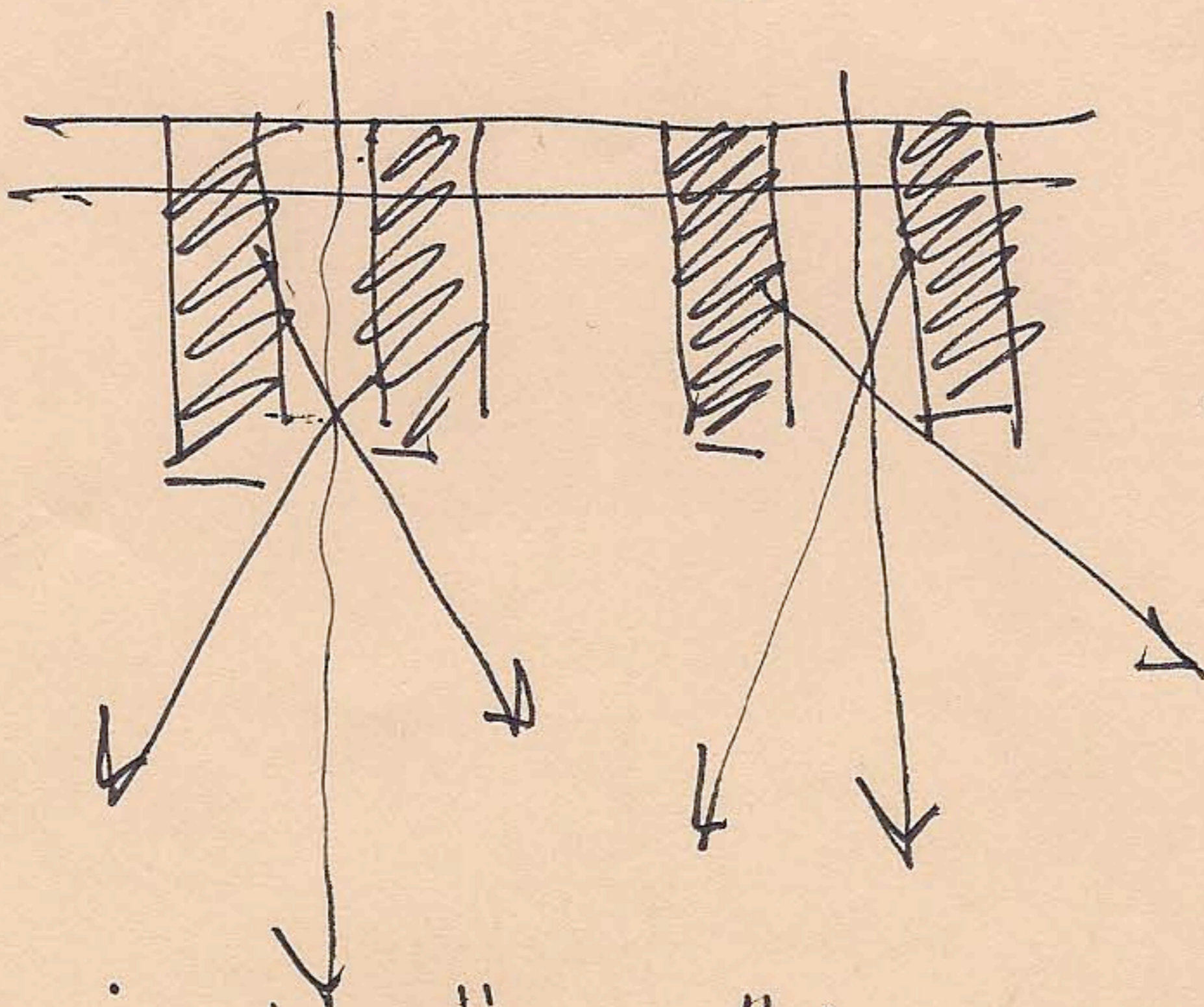
I can see the Water Street being a "main Street"
~~inter~~ with Active business on one side and an
"Active" waterfront Park, and a "festifal" street
when Street is Blocked & Bothers in parking spots



THE Question on Street is
What is the "PRIMARY" Street of course
there should be a hierarchy of Streets in the interior

COMMENT CARD

"Framework" of connections providing
access and view corridors to the river
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