

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING WITH EUGENE STATION ADVISORY COMMITTEE

Wednesday, June 10, 1992

Pursuant to notice given to *The Register-Guard* for publication on June 4, 1992, and distributed to persons on the mailing list of the District, a special joint meeting of the Board of Directors and the Eugene Station Advisory Committee of the Lane Transit District was held on Wednesday, June 10, 1992, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: LTD Board of Directors:

Jack Billings  
Janet Calvert  
Tammy Fitch, Vice President  
Patricia Hocken  
Thomas Montgomery, Secretary  
Keith Parks, President  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Eugene Station Advisory Committee:

Debra Ehrman  
Jef Faw  
Gerry Gaydos, Chairman, presiding  
Dave Kleger  
Jonathan Stafford

Absent: Peter Brandt, LTD Board Treasurer  
Jesse Maine, Eugene Station Advisory Committee  
Mike Schwartz, Eugene Station Advisory Committee

**CALL TO ORDER:** The meeting was called to order at 7:30 p.m.

**OPENING REMARKS BY BOARD PRESIDENT AND COMMITTEE CHAIRMAN:**

Mr. Parks stated that since the Eugene Station Advisory Committee had been working hard on the issue of site selection for the Eugene Station, he had asked Mr. Gaydos, Committee Chairman, to chair that evening's meeting.

Mr. Gaydos said that the Board and Committee were not expected to take any action that evening. Rather, the meeting was to compare sites and receive answers to questions that had been asked at prior meetings. He spoke to the Committee, saying that they had not met for quite a while, but LTD's activities had centered around discussions with land owners of property adjacent to some of the sites.

Since the Committee had last met, the McDonald site was added to the list of sites under further consideration. That site had not been available when the Committee began its review process, because it had been committed for use for a residential development. There had been some indication from the Eugene City Council that they would allow the McDonald site to be purchased by LTD to be used for a transfer station.

**REVIEW OF DECISION-MAKING TIME LINE:** Stefano Viggiano, LTD Planning Administrator, said that a June 29 briefing for the Eugene Planning Commission had been added to the decision-making time line approved by the LTD Board. On June 25, LTD would hold a public hearing on the four finalist sites in the Eugene City Council Chambers. Staff would be mailing a notice to people who had expressed an interest in the station, and the Advisory Committee members were invited to attend. A summary of the hearing would be prepared for the Board and the Advisory Committee. Two or three meetings of the Advisory Committee would be scheduled during June, July, and August, to develop a recommendation for the Board on the Committee's preferred site and one back-up site. At the August 19 Board meeting, the Board would hear the Committee's recommendation. According to the time line, the Board would select its preferred site and one back-up site at the September 16 Board meeting. In the fall, environmental assessments would be conducted on the two sites, with final selection of the preferred site scheduled for January 1993. A local review process would follow, and a Eugene Hearings Official would consider the District's application for a Conditional Use Permit for the station in April or May, 1993. The Board would hold a public hearing and take action on a grant application to fund construction of the station at the May 19, 1993, Board meeting. Mr. Viggiano said that if all happened as expected, the District would move into the new station in the spring of 1996.

Ms. Ehrman asked if the Metropolitan Policy Committee (MPC) review was scheduled because of the MPC's role in regional planning. Mr. Viggiano said that staff believed that the station was a regional facility, so thought it was appropriate that the MPC review the site selection. It was not necessarily a legal requirement, but was requested by the Eugene City Council.

Ms. Ehrman asked if the environmental assessment would be done on just the preferred site. Mr. Viggiano said that the Board had suggested having a top site and a back-up site, with two environmental assessments done at the same time. If the top site were rejected, the District would not have to go through the process again.

**WORK SESSION ON FOUR FINALIST SITES:** Mr. Gaydos explained that some issues, such as noise assessment and particulate counts, would be addressed during the environmental assessment, so staff would not have a full answer to questions on those issues until that time.

**Parking:** Ms. Loobey stated that of the four sites, the McDonald Theatre site was the only property that did not have code-required parking. The other three sites involved varying degrees or amounts of code-required parking, where the businesses were fulfilling code requirements. At the McDonald site, parking was still a concern, because the businesses around the site were concerned about the loss of parking. Ms. Loobey said that under federal

regulations, there was a damage component that would have to be addressed at all three sites. At the McDonald site, payment of damages for loss of parking may or may not be required.

Mr. Montgomery asked why the District might have to pay damages for parking that was not required by code. Ms. Loobey explained that the customers of certain retail businesses used that parking. If the parking were taken away, the businesses would be damaged. Paying for damages was a provision of federal law, not city code. City staff were reviewing the City's requirements for parking associated with various retail and commercial purposes, but no changes in requirements would be made in the near future.

Mr. Stafford said it could be argued that the McDonald site was within the downtown exempt zone, so every space was in some sense required, because parking was to be provided for those businesses and commercial establishments. Mr. Gaydos said this would be the decision of a fact finder or negotiator, and there was no guarantee of risk or no risk at that point. Mr. Viggiano added that because the parking was City-owned, damages probably would be paid to the City or the Urban Renewal Agency, rather than to downtown businesses. It was not clear to whom damages would be paid or who/what businesses actually would be damaged, because this parking was required by the market, not by code. Mr. Stafford thought that the District would have to pay damages to the entity whose job it was to replace the lost parking; in this case, that would be the City of Eugene.

**Site Selection Criteria:** Mr. Viggiano reviewed site selection criteria, which were (1) rider proximity, including current and future employment and retail; (2) operational analysis, including access to and from the site, convenience for buses and customers, and the flexibility of the site; (3) cost; and (4) the impact on adjacent land use, including residential, retail, and parking. The criteria had not been weighted previously, but for this discussion, staff had weighted the first two criteria, rider proximity and operational analysis, heavier than the final two. Staff had provided some information about what land uses were near each site, but did not interpret those as strengths or weaknesses. Residential units near a site might view having a transit station nearby as attractive or not. Staff thought it was premature to assess this, since the Board would hear more about it during the public comment period and the environmental assessment.

Mr. Viggiano explained that the criteria were not weighted. Staff had tried to give the Board and Committee an indication of the strengths and weaknesses of the individual sites, since it was not necessarily the case that the highest-rated site would be the best.

The sites were viewed within a three-block zone, considered a national standard for access to a bus system, to determine rider proximity. The employment data staff used was two to three years old. Governmental employment was a significant market for LTD, and one which the District should better serve.

Ms. Calvert said it was her perception that government employment in the core area might not change much, but might actually decrease, due to budget difficulties. She thought the public sector would experience lower growth than other sectors, and wondered if

governmental employees would be a constant group of riders. Mr. Viggiano said he agreed intuitively, but had no current information about that. He said that staff had tried to look into the future to see where employment would be the strongest. They had looked at where there were sites which could be developed, where there might be a quarter-block or more that was minimally developed, and tried to determine how likely development would be on those sites.

Ms. Ehrman asked where Lane Community College (LCC) students were included in the employment information. Mr. Viggiano said they were included neither as employees or service. LCC had about 1,000 students who attended the downtown center, but they did not attend five days a week. The library was included under retail. Mr. Stafford said that the library had data on the number of people who rode the bus to the library.

Mr. Viggiano said that the attachments to the agenda packet for that meeting were a draft packet, and staff did not want to release it to the public until it could be reviewed by the Board and Committee.

Ms. Fitch asked about the scoring used on the Rider Proximity chart. Mr. Viggiano explained that it was strictly a mathematical relationship, with the lowest site scoring zero and the highest scoring 5, and the numbers between showing the percent change from lowest to highest. The intent was to reflect the relative strengths and weaknesses of the sites, but the highest-ranked site was not necessarily the best. Mr. Faw suggested that a dispersion from the mean was probably a more acceptable way to assign categories.

Mr. Billings said that the criteria could be ranked in various ways, and all were subjective. He was pleased that staff had done the rankings. He asked to what degree staff could look at where buses went when they left the station to serve other parts of downtown, without limiting bus availability for workers to a three-block limit. He thought that a three-block limit did not necessarily look at the availability of buses to employees. Mr. Viggiano said that the last analysis had been done by the Lane Council of Governments (L-COG), using a very intricate and detailed weighting system called Choosing by Advantage. Included in that analysis was a category for "in transit service," which was an important factor, since some people do not ride all the way to the transit station and do not care where the station is. He suggested that points to rate the categories might be misleading, and pluses or minuses could be used instead to indicate strengths or weaknesses. Ms. Ehrman added that there should be some recognition of the student population. Ms. Fitch thought the residential population should also be included. Mr. Stafford said it was difficult to convey the imprecision of a number like 2.5 to the public at large, and suggested indicating a rough guess in some other way that might be more useful.

Mr. Gaydos suggested obtaining an employment update from L-COG, so LTD's planning would be based on current information. He thought there was a better potential for public acceptance with recent data.

Mr. Billings suggested having the Board members get together later to consider deleting the Pasta Plus site from consideration. He did not want to do it at that meeting because the Board member who was interested in that site was not present. Mr. Kleger said he did not like

the Pasta Plus site, but it did not rate so badly in all categories. He suggested not doing further research on the Pasta Plus site at that time. However, Mr. Montgomery said it was not costing much to leave it in the group for consideration, so he thought it should remain on the list.

The I-HOP, Pasta Plus, and McDonald sites scored about the same in operational cost, as shown on the Operational Analysis chart on page 8 of the agenda packet. The Elections lot scored higher in operational cost because it was harder to get to that site. Mr. Montgomery asked about Olive Street and the McDonald site. Mr. Viggiano replied that buses would still travel on Oak Street. Olive would not be used for buses leaving the station, but using Olive for buses entering the station would save two blocks of travel on many routes, for a savings around \$50,000 per year.

Ms. Ehrman asked a question about costs. Mr. Viggiano explained that the marginal costs of operating a bus were usually computed in service hours. The current cost per service hour was \$30; a large part of that cost was for bus operators, including sick and vacation pay, etc.; fuel; and bus maintenance. The cost of travel time to each station was applied on an annual basis to buses traveling through downtown. Ms. Fitch asked about costs at the current Eugene Station. Mr. Viggiano said those were similar to the McDonald site, and that three of the options might experience a decrease in operating costs from the current station.

Mr. Viggiano showed suggested designs for stations on the proposed sites. Platform design would be a little more difficult at the McDonald site because of the need to leave the historical McDonald Theatre in one corner of the site. Pedestrian access would also be a little more difficult at this site. Mr. Viggiano said that each of the four sites was viable, but there were differences in how they would work.

Serviceability included how the bus would maneuver on the site, as well as enter and exit the site. There was some discussion about street congestion, and the possibility of street changes near some of the sites. The City Council had talked about changing Olive to two-way. Lew Bowers of the City Planning staff said that the Citizen Area Transportation Study (CATS) citizen advisory committee had discussed this possibility, but there was no formal report. Mr. Stafford asked about the City traffic engineers' reaction to the need to curve Olive street in order to use the McDonald site. Mr. Bowers said they were willing to look at doing so. Mr. Viggiano said Olive would have five-foot sidewalks, although the standard for downtown was eight feet, and there would be two lanes of traffic without parking.

In discussing site flexibility, Mr. Viggiano said that more work was required on the sites before the final design stage, but that some sites did allow more flexibility for changes. There had been a question about using the McDonald Theatre for the Customer Service Center (CSC). Mr. Viggiano said that doing so would not save space, but the use of federal funds would require a historical review, in which LTD would have to prove there was no other acceptable alternative.

Cost was divided into two main categories--construction and associated costs. Mr. Viggiano said the District would probably construct mini-stations elsewhere in downtown

Eugene, such as for the government complex. The project included a lot of non-construction costs. All but the I-HOP site had fairly significant traffic improvement costs. The purchase costs for the site varied mostly due to the number of businesses on the site and the cost to relocate them. The difference, however, was estimated to be less than \$1 million, with a local share under \$200,000. Mr. Viggiano said that there was not enough difference site-to-site to make cost a very significant selection criteria.

Mr. Faw asked if damages for the Elections site included damages for the building, and about the cost to replace the square footage of the Elections building. Mr. Viggiano said that damages for the building were included in the acquisition costs. The damages costs were for parking replacement. The estimate for replacement cost was based on an appraiser's opinion of the value of the building, not necessarily the cost to build a new one. Ms. Hocken asked if there were buildings to be purchased and relocated on all the sites. Mr. Viggiano said that there were. At the McDonald site, the District would have to buy two buildings--the computer store, and a building in the west quarter-block with five or six businesses, but would not purchase the theatre building.

Information was provided to the Board and Advisory Committee on land use adjacent to the sites. Ms. Ehrman thought that the term "retail frontage" was misleading, since it included a church and a credit union, so suggesting using "service/retail" instead.

Ms. Hocken asked if the extra land at the Elections and I-HOP sites could be used temporarily for parking. Mr. Viggiano replied that the District would not expect to use the extra 20 percent of land in the future, so it would be available for any kind of use, such as parking, stores, or future development by LTD. However, there would be no additional land at the I-HOP or McDonald sites.

Mr. Kleger commented that a strip along the north edge of the Elections site was higher than the south edge, and wondered about the implications for construction. Eric Gunderson, project architect, noted that there was a three-foot drop.

Ms. Fitch asked about the number of parking spaces that could fit into the extra space at the Elections and Pasta Plus sites. Mr. Gunderson explained that 60 feet were needed for a central aisle, with 90 feet for parking on either side. With 334 feet in a block, he thought that possibly 60 cars could be parked there.

Ms. Calvert asked what would happen if LTD chose the Elections lot and the federal government wanted to build a new courthouse on that site. Ms. Loobey said that the federal government would have the ultimate right for that site.

Mr. Viggiano summarized the strengths and weaknesses of each site for the Board and Advisory Committee, as described in the agenda packet. Mr. Gaydos added that it was unknown whether the Ferry Street Bridge was a strength or a weakness, but that the description of the I-HOP site should say something about the Ferry Street Bridge reconstruction. Mr. Viggiano said that he thought it would be a strength; some options would have a

positive impact, and none would be negative. Mr. Kleger hoped that bus-only lanes would be a possibility for the bridge.

There was some discussion about the possibility of creating a two-way street on Oak and Pearl for the Elections site. Mr. Viggiano said staff had asked the City if they would consider making Oak Street two-way for one block. This would allow buses from 5th to get to the station more easily, but that would be just a few buses, so was not a great advantage. The current design added a third lane on Pearl between 5th and 6th Avenues; that might be a bus-only lane.

Mr. Parks asked if the County Commissioners were willing to sell the Elections site. Mr. Viggiano said they were willing to sell if they could be "made whole." Mr. Faw said that included replacement parking and offices.

The McDonald site was not wide enough for the horseshoe design necessary to make that site work, unless a curve was built into Olive Street. Ms. Ehrman asked if a two-story or elevated Customer Service Center (CSC) would make more room on the site. Mr. Viggiano said that all site designs assumed a two-story CSC, and there was actually plenty of passenger boarding area. The hard part was allowing enough buses to park and maneuver on the site. Ideally, staff would like to avoid using the street as part of the station, but the McDonald site design showed that the street would be used for a couple of buses.

Mr. Stafford said that the design did nothing to help repair the "rip in the fabric" of downtown. Housing did not seem to repair this corner any better, and moved off the corner of 11th and Willamette. His bias, he said, was that LTD had an opportunity to help re-stabilize the street face of Willamette at 11th. He thought that some small retail spaces at the corners would help, and that this should be considered. Mr. Gunderson said that the 65 feet of space would not hold even a 7-Eleven store. He said he strongly agreed with Mr. Stafford's comments for that site, but the geometry of the site and the need to move buses through the site made it more difficult to do. The other sites allowed private development along the street in a more significant way. Mr. Stafford said that, from an urban design standpoint, the McDonald site demanded more retail storefronts facing the street. More than designing the CSC as a storefront, that area needed to generate retail activity. He thought that a relatively small retail shop might work. There was a lot of traffic at the corner of 11th and Willamette, with good access and visibility. Mr. Gaydos suggested Automatic Teller Machines. Mr. Stafford said he understood that LTD did not want to be a landlord, but that it was the responsibility of any public body to do the right thing.

Ms. Fitch asked about required parking for LTD. Mr. Viggiano said that City Code would require LTD to have 19 spaces, which was more than the District would need. The McDonald site was in a parking-exempt zone, but at the other sites, staff were trying to obtain an exemption because most of the parking spaces would not be needed. There would be some van parking on the site for driver shuttle vans.

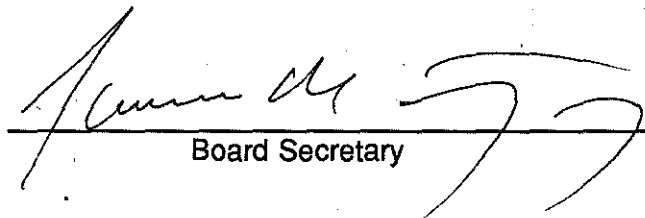
Mr. Kleger mentioned the possibility of designing the space for Dial-A-Ride drop-off purposes, to enhance the interface between the systems. Mr. Viggiano said that a bus bay

could be allocated for Dial-A-Ride. Since Dial-A-Ride did not tie in with the rest of the system, he would not want Dial-A-Ride to be held up by other buses, or to hold them up, but Mr. Kleger's suggestion was something that could be considered in the design. The current design included 23 bus bays--20 for regular buses and three for articulated buses--as well as layover parking for three buses, with no boarding, for a total of 26 bus bays.

It was decided that staff would make the suggested changes in the materials for the Board to review at its meeting the following week. The Advisory Committee members agreed that they needed no further review of or action on the materials.

**NEXT EUGENE STATION ADVISORY COMMITTEE MEETING:** Meetings were scheduled for 7:00 a.m. on Monday, July 13, and Monday, July 20. Ms. Loobey asked the Committee members to let staff know of any additional information they would like to have before the first meeting. Mr. Kleger said he would like to have summaries of any discussions with neighbors regarding their concerns. Ms. Ehrman said she would like to have a sense of the adjacent available parking, within a three-block radius. Ms. Loobey said that, generally, any land available for development was currently in surface parking, but staff could validate that for the Committee.

**ADJOURNMENT:** With no further discussion, the meeting was adjourned at 9:10 p.m.

  
Board Secretary