

M I N U T E S

JOINT MEETING

Eugene Renewal Agency/
Lane Transit District/
Downtown Development Board
McNutt Room, Eugene City Hall

February 24, 1982
7:30 p.m.

PRESENT: Wallace Swanson, Mark Lindberg, John Matott, Dustin Posner, Stephen Shepard, Joyce Slusher, ERA; Pat Randall, Janet Calvert, Ken Kohnen, Polly Nelson, LTD; Hugh Prichard, Gene Brockmeyer, Ed Farley, Nita Mitchell, Roger Neustadter, Tom Slocum, DDB; Charles Kupper, Elaine Stewart, Bob Hibschman, Jesse Smith, ERA and DDB Staff; Phyllis Loobey, Ellen Bevington, Paul Schinn, Jim Dallas, LTD Staff; Kirk McKinley, Planning; Ray McIver, EDA; Susan Pack, Eugene Register Guard Recording Secretary: Que Marinier

Swanson called the meeting to order at 7:36 p.m. A round the room introduction was made.

Lindberg opened the meeting stating that at the morning's Council meeting he pointed out to Council that there is no explicit recognition that transit is an important element of the downtown, 10th and Willamette planning efforts, and the six-point economic development program. He felt it should be understood that from Council's point of view transit is important and affirmative action should be taken to recognize this. The City Manager has agreed to make a presentation at one of the LTD board meetings that would open discussion for clarification purposes and further dialogue on how the Transit District and the City can work closely.

Stewart provided background information on the process that resulted in the Agency, at their February meeting, directing staff to meet with LTD staff to attempt to reach consensus on an improvement scenario for downtown. Staff was asked to re-examine the 8th/10th Contra-Flow Plan, the 8th and Willamette off-street site, and 10th Avenue improvements.

Staff acknowledged that strong opposition to the 8th/10th contra-flow made it difficult to pursue. Staff recommended to the Agency that a transit facility on the 8th and Willamette site is not the best use of the property at this time. Development occurring around the Performing Arts Center, the Eugene Hilton, and the conference center makes the site very important for future downtown development. Staff did look at improved transit facilities on both the north side and the south side of 10th Avenue. Stewart noted these improvements are described in the staff note which includes a list of advantages and disadvantages, cost estimates, and graphics.

Stewart noted that four areas were looked at in the advantages and disadvantages to north and south side improvements. These include improving the

transit facility, the impact on the existing traffic pattern, the transit/retail conflict with existing retail activity on the south and north side and the proposed retail activity on the north side, and the LTD customer service center. Stewart mentioned that one of the things that staff has acknowledged in working through the various proposals is to recognize that LTD has very valid and real goals for transit downtown; the ERA, DDB and other downtown groups have very valid and real goals about downtown improvements and downtown redevelopment; and City Council has valid goals which include both transit and downtown redevelopment. She stated that the purpose of the joint meeting is to try to resolve the various goals in the best interest of downtown.

Bevington reviewed the graphics of 10th Avenue south side and 10th Avenue north side improvements. She explained what the two alternatives have in common. Both address the need for wider sidewalks, both provide for bus parking on both sides of Olive, both provide for the establishment of six sectors so buses can be parked according to neighborhood sectors, and both shift bus parking west from under the Overpark.

The differences were noted. The south side would be similar to the status quo. One of the principal differences is removal of a travel lane along 10th Avenue to provide wider sidewalk. This involves some closing and some redesign of parking lot accesses. On the south side there is a distinct problem in siting a customer service center. If no space is available one possibility is to develop a new customer service center through new construction at the corner of 10th and Olive.

On the north side, in addition to the removal of a travel lane to provide for wider sidewalk another travel lane is removed between Olive and Oak to provide a bus only lane to allow bus access to the north side of the mall. On traffic control, egress or access to the system, the bus only lane does not preclude or eliminate any auto movements that presently exist but does indicate that it would require additional signing. On the north side there are options for the location of a customer service center. These include the corner of 10th and Oak at the Overpark, LTD feels it is far removed from the center of their activity; long-term lease in the Ardel Building from ERA; in the Atrium, the owner has indicated he is not in favor of a customer service center at this site; and through new construction at the northwest corner of 10th and Olive.

Bevington noted that another quantifiable difference between the two alternatives is that currently autos on 10th Avenue enjoy A or B level of service. With the south side option the level of service would not be changed. With the north side option with the bus only lane and street restriction the level of service would be reduced to B or C level. This is within the City's adopted standards but lower than what is presently enjoyed. In response to questions, Kirk McKinley of Planning provided a description of level B and C service.

The discussion that followed focused on the selection of north side improvement option or south side improvement option and site for the Lane Transit Customer Service Center.

Posner inquired about the Agency acquiring the Sears garden store property and as a compromise using this space on an interim basis for the customer service center. Kupper said the purpose of acquiring this property would be to assemble a parcel for development.

In response to Prichard's question whether or not there is consensus among staff, Bevington said there is no consensus on the customer service center but staff encourages the boards to come up with a solution. Bevington said LTD feels the customer service center is a very important part of the project. LTD would lean to the north side option but more importantly would lean towards a decision that provides LTD with adequate customer service center. She noted that LTD favors the north side even if new construction was needed.

Swanson asked whether relocation of the blood plasma center would make that space available for LTD. Stewart responded that she could not address this but LTD has had some word that the current plans for the building do not include LTD.

In answer to Slocum's question on what the customer service center does and how important is its function, Bevington provided some retail sales data and mentioned LTD hopes to have both its telephone and sales unit in the same location to save on personnel and operating costs.

Stewart mentioned that the LTD's objective for a customer service center are optimum objectives. She pointed out that between the options of placing the customer service center in an existing space and building a new space is the option to examine the goals LTD has about where the customer service center should be and if it should front on 10th Avenue. She noted that the Agency and Board may want to discuss if the north or south side improvement plan allows optimum goals for the LTD customer service center.

Swanson asked if the two issues of north or south side option and customer service center could be separated. Kohnen felt that the two issues must be considered together as the customer service center must be on the same side as the improvements.

Matott thought a long-term lease on the entire ground floor of the Ardel would be positive but stated that on the south side the center of bus activity would be the parking lot behind the McDonald Theater, between the theater and Olive Street.

Brockmeyer thought the south side improvements were much simpler, more compact, and direct. He said with the north side the buses would be spread out and circulation more difficult for people to comprehend.

Slocum stated he did not like the north side plan. He thought the south side of 10th Avenue needs all the help it can get and by unloading on the north side people will never go the other direction. He commented that the problems in the area are caused by transit, not the blood bank. He felt strongly that it would be preferable to have the transfer station spread out. Slocum is not concerned about the location of the customer service center but stressed it should be thought out carefully in order not to stifle parking lot uses.

Lindberg stated he would like to explore with people who have retail interest in the area their ideas of potential positives of the north side. Lindberg thought use of the Ax Billy would reduce pedestrian congestion, that there is more access to retail with north side option, and that the north side option is more attractive. Farley pointed out that he is a south side proprietor. During the day he spoke with three other business people regarding north or south side options. He said he could not find anyone who liked the north side option. He said that if the buses are moved to the north side one might just as well scratch the south side block of businesses. He noted that prior to the blood plasma center locating at its current site four years ago vagrancy existed during the summer months and now it exists on a year round basis. He thought it is neither the buses nor the blood bank that is causing the vagrancy problems, but that it is prominent as there is no way to handle it.

McIver reported that phone calls and letters received at the EDA office have objected to contra-flow. He stated that there have been negatives expressed about north side improvement option but not south side.

Nelson felt the LTD did not care which side of the street improvements were to be on, but that they are concerned about the location of a customer service center. She suggested tossing a quarter to move the issue off dead center.

Swanson suggested resolving which side for transit improvements then the customer service center issue.

Shepard stated he favors the south side as he is not willing to give up the Ardel Building. He thinks the south side will be cut off if the buses are moved to the north side.

Matott favors the south side as it is cheaper, simpler, can be implemented quickly, and is more consistent with the retail nature of the area. He thought it would be fairly simple to develop a customer service center on the parking lot which would be central to bus activity in the area.

Posner favored south side option and felt the south side would offer a more centrally located customer service center. He wondered if the Agency could have a straw vote to see where members stand.

Slusher moved, Lindberg seconded, to accept the 10th Avenue south side proposal.

Discussion continued. Randall said LTD is not hung up on north or south side improvements but are concerned about the customer service center. He said LTD would like some commitment that every effort would be put forward to establish a centrally located service center on whichever side of the street is decided upon. Kohnen asked if this could be included in the Agency motion. Slusher did not want her motion amended. She felt very strongly that the south side must be adopted and then the issue of customer service center dealt with. Shepard opposed Slusher's motion. He wanted it made clear that the Agency favors the south side proposal and also a service center and would make every effort to see that one is provided.

Lindberg requested an amendment. Lindberg moved, Matott seconded, to locate

the Lane Transit District Customer Service Center on the south side, which is the same side as the location of transit, at a suitable location and make every effort to find it. Motion carried with Slusher opposing.

This was followed by a vote on the original motion (Slusher moved, Lindberg seconded, to accept the 10th Avenue south side proposal). The motion carried unanimously.

The Lane Transit District Board voted. Kohlen moved, Calvert seconded, that the Lane Transit District concurs with the action taken tonight and requests the staffs of the two agencies and staff of any other cognizant agencies to develop detailed plans and a proposal for sharing of costs. Motion carried unanimously.

The Downtown Development Board voted. Mitchell moved, Brockmeyer seconded, to approve the action of the Eugene Renewal Agency. Motion carried unanimously.

In response to Swanson's inquiry, McIver stated he is in agreement with the action taken by the Renewal Agency.

Posner believed he made a motion several meetings ago to adopt the contra-flow concept. He directed staff to review the minutes of prior meetings to see if he did make such a motion. If he did make the motion he would like to rescind it.

The Agency briefly discussed their agreement to have a public hearing. It was agreed that the people in attendance reflect the interest that would have been solicited and therefore a public hearing was not required at this time.

Randall requested the appointment of two members from each agency to examine project design, service center location, and funding formula. Matott did not agree with this. He stated, Slusher concurred, he was impressed with the performance of staff and felt staff should complete the task. Posner, Shepard and Slusher expressed they have full confidence in leaving the job to staff. Randall withdrew his request.

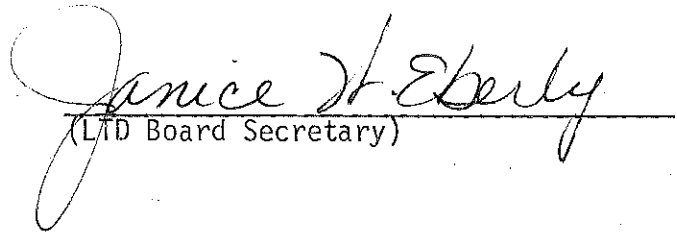
Kupper suggested the ERA and LTD staff work together on the customer service center location and costs after which the three groups would meet together again to work on the issues. All were in agreement to this proposal.

In response to Swanson's question, McIver acknowledged that EDA would like to be involved in the next meeting. It was agreed that the boards and Agency would meet again on Tuesday, March 30 in the McNutt Room.

Prichard mentioned that the Downtown Development Board has budget problems. He pointed out there is a proposal coming from the Board's budget committee that the Board would not pay to lease the five privately owned parking lots. Instead the Board will pay \$1 and continue to maintain and patrol the lots if they remain in the Free Parking Program. If these lots withdraw from the program downtown would lose 300-400 spaces. Prichard asked Agency and board members to keep this in mind in considering building a customer service center on the corner of Olive and 10th.

Kohnen thanked all participants for the positive action taken at tonight's meeting. Swanson thanked staff on behalf of all participants.

The meeting adjourned at 9:02 p.m.


(LTD Board Secretary)