

## THE LAUREL HILL VALLEY WANTS BUS SERVICE!

Here is the text of the LTD questionnaire, along with results. It was mailed to Laurel Hill Valley households in the January 1991 newsletter; 15% of the recipients sent back a response.

1. Would you use an LTD bus that loops through the neighborhood, connects to the Franklin Blvd route, and stops at the University of Oregon Transit Station, IF the bus ran once an hour all day and evening?

Yes: 97% No: 3%

2. How often would you use the bus described in question 1?

Daily: 45%

Once or twice a week: 34%

Once or twice a month: 13%

Less than once a month: 3%

3. Would you use a bus with the same route that only ran about four times a day (morning and evening commuting runs, plus a mid-morning and mid-afternoon run)?

Yes: 87% No: 8%

4. How often would you use the bus described in question 3?

Daily: 32%

Once or twice a week: 34%

Once or twice a month: 18%

Less than once a month: 0%

5. How many people in your household, including yourself, would use this bus? One: 18% Two: 45% Three: 11% Four or more: 18%

## THE LAUREL HILL VALLEY DESERVES BUS SERVICE!

-- The Laurel Hill Valley is a close-in Eugene neighborhood without access to the bus:

\* Located between Hendricks Park and I-5

\* Closest bus is Franklin and Walnut; 10-40 minute walk.

-- We're a diverse neighborhood. The LTD would be serving a variety of economic circumstances, children and retirees who are presently isolated, and workers and students of all types.

-- Many in the neighborhood are UO faculty, staff, or students; there are also a number of Sacred Heart employees. These people are paying, directly or indirectly, for bus service but can't use it!

-- Providing service would be straightforward because of our proximity to the LTD's Glenwood facility. Service between the Valley and the Eugene downtown station, via the university, would be ideal.

-- The City of Eugene is focusing on alternative transit plans; adding bus service to the Valley would be in line with those plans.

## THE LAUREL HILL VALLEY IS LOOKING FORWARD TO BUS SERVICE!

(Presented for the Laurel Hill Valley Citizens Association by David Kelly; 2260 Augusta Street, Eugene 97403; phone 686-2375.)

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

WORK SESSION ON EUGENE TRANSIT STATION

Wednesday, February 13, 1991

Pursuant to notice given at the February 6, 1991, adjourned Board meeting, and distributed to persons on the mailing list of the District, an adjourned meeting of the Board of Directors of the Lane Transit District was held on Wednesday, February 13, 1991, at 6:00 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Peter Brandt, Treasurer  
Janet Calvert  
Tammy Fitch, Secretary  
Thomas Montgomery  
Keith Parks, President, presiding  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Herbert Herzberg  
(vacancy in Subdistrict 5)

**CALL TO ORDER:** The meeting was called to order at 6:30 p.m.

**INTRODUCTORY REMARKS BY BOARD PRESIDENT:** Mr. Parks introduced Eugene City Council President Roger Rutan, who was present to discuss recent City Council action regarding the Eugene transit station.

Mr. Rutan said the City Council had discussed the transit station that day, and he had a couple of messages to deliver. He explained that City Council members did not speak for the other members, but said he would tell the Board about some of the priorities the City Council would be pursuing. At the top of the list of various transportation policies was the issue of alternative modes for the community. He said that LTD was a very high profile and interest to the Councilors, including the opportunity for LTD to obtain a central station that was more effective, provided better access for the community, and was more functional. As a result of Council action that day, he said, the Council wanted to help LTD in its efforts to build a new station. He said that the community had one of the finest bus systems in the country, and the Council wanted to help and support the District.

Mr. Rutan said that Ms. Loobey would be going to Washington, D.C., in March with members of the City Council and City staff. He said the City was ready and willing to work with LTD in any way during talks with the area's Congressional delegation, and understood there were still a lot of details to work out. Because of City projects such as the Ferry Street Bridge project, the City knew the time it took to get a project into the queue and through the federal financing process. Mr. Rutan said the community and the Council had worked very

hard on the downtown issues, and yet had gotten very little done. The City Council wanted to see that the transportation issue was dealt with sooner rather than later, and relocating the transit station in downtown to a better location was something the Council wanted to help LTD accomplish. He said the Council would like to work with LTD on the financing for the transit station as one of the Council's priorities. He said he thought there would be a lot of interest in the community for doing this, but the City was also already receiving calls from people who were worried about where parking would go, etc. He asked that LTD be sensitive to those "nervous" people, and said that if LTD conducted itself as it had in the past, there would be no problems. Mr. Rutan said that the City wanted to work with LTD in terms of replacement parking on the Elections Site. The City's parking district did not have a lot of money, but the City wanted to help. Mr. Rutan said that anything that is a high priority for the Council, such as the airport, would get done, and the transit station was a high priority for them.

Mr. Rutan said that, in spite of Measure 5, the City was moving ahead cautiously on projects that had been underway for a long time, such as airport expansion, Ferry Street Bridge, wetlands issues, and, hopefully, the Riverfront Research Park. He encouraged the District to move ahead sooner rather than later, and repeated the Council's uniform pride in the local transit system.

Ms. Calvert said that one of her interests and concerns when talking about replacement parking was whether the City, considering its parking problems at 5th Street, would consider utilizing the County parking structure, which was built to add another tier. Bob Hibschan, of the City Development staff, said that this issue came up during discussions of expanding the urban renewal district about a year and a half ago. However, the issue was complicated by the fact that the parking lot was outside the parking exempt zone. Mr. Rutan said that options were to take a look at the urban renewal boundaries, or a joint venture with Centennial Bank and the City. He said using that parking lot was definitely a possibility which should be pursued.

Mr. Brandt asked how Eugene compared with larger cities. He said it seemed to him that Eugene was stopping development because so many parking spaces were needed, and that if a private developer wanted to develop a site and was not worried about parking, the City shouldn't worry, either. Mr. Rutan said that the City used the uniform building code, and Eugene's parking requirements were not any greater than other communities. Mr. Brandt said he didn't envision parking lots in downtown for all high rise office buildings; rather, he saw people riding the bus. Ms. Calvert suggested that the City might not want to use the uniform building code in the future. Mr. Rutan said the City was looking at both reducing and increasing parking requirements, as well as creative new ways to look at parking.

Mr. Brandt said that one of LTD's big costs for the Eugene Station was that the District had to replace parking, even though it was trying to build a facility which would reduce the need for so much parking downtown. Ms. Loobey said that LTD would have to pay \$800,000 as damages if the Elections Lot parking was not replaced, or \$3 million to build underground parking. Mr. Brandt commented that this was 30 percent of the project budget. Mr. Rutan said that parking was a real issue in that part of downtown, so maybe the Elections Lot was the wrong site.

Mr. Brandt asked how the Council felt about an on-street as opposed to an off-street station. Mr. Rutan said that his personal opinion was that LTD, as the experts, should tell the Council what was the safest and most efficient way to build a station. He thought that an on-street station at Olive was not a good comparison, and that the safety factor would be enhanced with an off-street station.

Mr. Brandt said it seemed to him that there was a great amount of reluctance to encourage the buses. As an example, he mentioned the potential reopening of Willamette Street between 8th and 10th, where the street was being designed to exclude bus travel. He added that only Gerry Gaydos on the Downtown Commission voted to allow bus travel on that section of Willamette. Mr. Rutan said he could not speak for his fellow Councilors, but thought that they would not agree with the Downtown Commission vote. He thought the Council did want to see buses on Willamette Street, and said that any design would have to accommodate that. He said he did not hear his fellow Councilors saying that they wanted to prohibit buses on Willamette Street. Mr. Brandt said the District needs to know what streets it can travel on when planning the best place for the transit system. Mr. Rutan said he would hope that the General Manager or Board members would attend the public hearings to make it clear to the Council that the District needed and wanted to have buses travel on Willamette Street.

Mr. Brandt said that early in the process, the District was considering a mixed development, and had thought there would be a lot more interest from the City for a joint venture at a lot south of City hall, because the City was so short of office space. However, from what Mr. Brandt understood, there was not much of a positive reception for that idea. He wondered how much consideration had been given that idea at the City Council level. Mr. Rutan said there had been very little discussion at the Council level. He said that dollars and square footage were the "name of the game" for the City, that some leases would be up soon, and that the City would love to consolidate its offices downtown. Mr. Brandt thought that idea had real potential and that LTD and the City Council should discuss it further. Ms. Calvert cautioned, however, that the District originally thought a one-half block site was adequate, but found that a larger site was needed; the City Hall site was only one-half block.

Mr. Rutan stated that the Council stood behind the District in support of the transit station being very important. Transit station funding was on the Council's list of federal priorities, and Mr. Rutan said he felt that the relocation of the transit station was going to be a key part of what the Council saw going on in downtown Eugene.

The Board thanked Mr. Rutan for his attendance and comments. Mr. Parks then began the discussion of the questions asked staff by the Board Downtown Station Committee.

(1) **Why must the station be located in downtown Eugene? Could the station be located somewhere else where land is less expensive and riders could be shuttled to downtown Eugene?** Stefano Viggiano, Planning Administrator, stated that all major corridors seem to be oriented around downtown Eugene. The main reason for locating the station in downtown Eugene was a service and ridership issue, since 85 percent of households could get to the Eugene transit station conveniently and without transfers. The Eugene downtown area has the best service and is the area's biggest single employment market. The District did not want to waste that level of direct service on a poor market.

Mr. Viggiano said that the highest ridership in the system was for school and employment, and downtown Eugene was clearly the employment center of the community. Downtown Eugene was the smallest in size of 19 employment areas in the Eugene/Springfield area, but had the highest employment currently, and projected for the year 2015. It had the most dense employment, which was a key factor in walking from the transit station to a final destination. Second to downtown, the University of Oregon area made the most sense for a transit station, but it was not likely that land would be any more available or any less expensive there than in downtown.

Mr. Viggiano explained that LTD used a radial route system, which meant that all routes radiated out from a central transfer point. Putting the transit station in another area, such as at the base of River Road, would result in additional operating costs, because service to the area would be less direct and would cause increased travel time on most routes. A conservative estimate would be an increase of about \$100,000 per year in additional operating expenses.

Then, he said, the decision has to be made to either cater to people who transfer or people who go downtown. If the system did not go through downtown, riders would have to be shuttled downtown frequently, which would cost an additional \$300,000 per year. Staff anticipated that such a system would cause the loss of many downtown riders because of the added transfers.

Another alternative would be to have buses travel through downtown to or from a transit station located in another area. This would cause significantly longer travel time on most routes and, using the River Road example, would cost approximately \$500,000 per year. Mr. Viggiano said that using this method would leave the District with a less efficient and usable system, and the trade-off would be a savings of perhaps \$200,000 in local costs.

Mr. Brandt asked about systems other than a radial system. Mr. Viggiano explained that there was one other basic kind, called a grid system, in which buses travel north-south or east-west, and riders transfer wherever the routes cross. Because of the rivers and street design in Eugene, the grid system would not work easily in this community. If this system or some variation of it were implemented, it would be impossible to schedule transfers at so many locations in a timely manner, because there would be up to a half-hour wait for transfers. If the buses traveled every five or 10 minutes, random transfers would work better, but LTD was a long way from that frequency of service.

Ms. Loobey said that in 1980 LTD performed a lengthy study of system design, including a grid system, a modified grid system, and the radial system. The study determined that a radial or modified radial system was the best design for the Eugene/Springfield area, due to the local geography and the route frequency. She said that LTD did have some buses that never went downtown, such as from SE Eugene to the UO, Westmoreland to the UO, and Springfield to Valley River Center. She explained that LTD would need three times the size of the current fleet in order to offer service often enough to make transfers work on a grid system. Mr. Viggiano added that most cities the size of Eugene/Springfield used a radial system, and that Portland did, also.

Mr. Brandt asked about the definition of downtown. Mr. Viggiano said that the transportation zone used a large definition of downtown, which included Sacred Heart Hospital but not the University of Oregon. When looking at trip destinations, staff used a much smaller definition of downtown, or a total of a five-by-five block area. He added that the operating costs for various locations can vary significantly, and those costs would be incurred year after year; after a while, those operating costs would outweigh the original land costs. Mr. Brandt said that was true, as long as you didn't spend a lot of money for a site and later find out that someone had done something to the area which meant that your land was no longer good.

Ms. Fitch asked if Mr. Viggiano knew the number of employees in the five-block area he was talking about. The site study stated that there were 5,729 employees within a three-block radius of the Elections Site, and LTD used the national average walking distance to a bus of about three blocks, or one-fourth mile. Ms. Calvert said there was a difference between the employment center and the activity center.

Ms. Loobey asked if the Board agreed that the station should be located in downtown Eugene. Mr. Parks said he was not in a position to argue any differently. Mr. Brandt said that downtown appeared to be the most desirable location, but that where the station should be or must be were different questions. Ms. Loobey said that if the station were somewhere other than the core area, the District would have to measure the operating costs and trade-offs for the riders and the District.

**(2) Does the current station meet the District's current and future operating needs? What limitations would the District face if a new station were not built?**  
Mr. Viggiano showed a drawing of the current station on 10th Avenue, explaining that the length of the station caused problems for transfers, especially if buses arrived late to the station. It takes about three to four minutes to walk 2-1/2 blocks, and longer for people with physical disabilities. If the buses ran late, the planned five-minute transfer time would be reduced. The station had already exceeded capacity. It was estimated that the District would need 23 buses at the peak. Currently, 17 buses were needed at the peak, while the current station could accommodate 21 buses, so it seemed that there was excess capacity. However, that was misleading, because some of the individual sections could be full and bus would have to lay over at the end of the station until some buses pulled out. Extending the station to solve the capacity problem would only compound the transfer problem. Also, the riders had to cross several streets and alleys, and buses had to pull out into traffic. With an off-street site, there would be fewer places to pull out into traffic, and it could be designed for the best traffic flow. Passenger amenities at the current station meant that customers had to walk between shelters and were exposed to the weather. The Customer Service Center (CSC) offered an interior waiting area, but was not easily accessible from all buses. Also, most buses were not visible from the waiting area, which was important in bad weather. If the CSC were in a more central location, people would be able to buy their passes between transfers.

At the current station, people walk across Olive Street behind and between the buses. With more traffic on Olive, there would be more serious safety problems. If the library moved to the Sears lot, pedestrian traffic in that area would also increase. Also, it was difficult to control bicycles, skateboards, etc., in public areas.

In response to a question from Mr. Brandt, Mr. Hibschan said that the property on the southeast corner of 10th and Charnelton, the building where the Rice and Spice store was located, was owned by the owners of the Sears building. The parking around that building was owned by the City. The total area was three-fourths of a block. South of that portion, the rest of the block was in private ownership (the Kiva, a cleaners, a tuxedo shop). Mr. Brandt asked why the Sears lot had been eliminated from discussion as a possible site for the transit station. Mr. Viggiano said that in April 1990, it was determined that the lot would be used for parking for the new library. Mr. Hibschan said that there was a practical need to have enough parking spaces for a 100,000 square foot library. At 2.5 parking spaces per 1,000 square feet, it would require 250 spaces, with 80 to 90 spaces fitting on a quarter block.

Mr. Brandt thought there was the potential for joint development with the library. There could be parking and a bus station, and he thought people would like to ride the bus to get to the library. Ms. Calvert said there were approximately 4,000 employees in the government blocks, going there daily instead of periodically, as they would to the library, so the station should be located closer to employment. However, Mr. Brandt said those people were currently getting to their jobs from the 10th and Willamette area. Mr. Brandt thought that the Sears lot was a good site, because there was half a block plus the old buildings on the adjoining property. He thought the Kiva might be usable as a CSC. Mr. Viggiano said that construction costs would be virtually the same. The land may cost a little less, but he wasn't sure about the replacement of parking.

Tom Connor, of Eagles View Management Company, Inc., said that he was involved in real estate in the 5th Street area, including the Station Square, the 5th Pearl Building, and the Electric Station. He said he was there to observe the meeting, and was pleased to hear some of the points that were being brought up for discussion, not only for his and his partners' property, but also for how they perceived that area should be developed. He called the proposed transit station an expensive project, and said the impact on the 5th Street area was of concern to him and to others in the area.

Ms. Fitch asked Mr. Brandt if he was looking at the block south of Sears. He described the block between 10th and 11th and Olive and Charnelton. Ms. Fitch wondered if there was a potential for a parking structure under the library. Ms. Loobey said the District could not build parking with its funding, so it would have to be a joint venture. Mr. Brandt said that if the City cooperated with LTD, maybe the parking could be replaced somewhere else. He thought there would be a lot more space for replacement parking by the Sears lot than there would be by the Elections lot. Ms. Calvert said there was a fair amount of parking because that area was a fair distance from the activity center. She thought it was too far from the activity center, if the District was looking toward the future, but Mr. Brandt thought people could get on another bus to get closer to the employment center.

Ms. Fitch asked about the people working at the federal building. Mr. Viggiano said the federal building was about 5-1/2 blocks away from 10th and Willamette. In some cases, buses may pass closer to the federal building, but the transit station is generally the closest. He added that a lot of people do ride the bus and walk to the federal offices, but staff did not know how many people were not riding because of that walk.

Ms. Calvert said she was convinced that the current station did not meet the District's needs. Mr. Brandt said he could make the statement that the current station with modifications could meet the needs, such as the "teardrop" station discussed several years ago, using partial lots on both sides of Olive street. However, he said, the way the current station was, without modifications, was not workable, because it was too spread out. The Board members expressed consensus on this question.

(3) **Does a new station need to be located off-street? Are there some on-street options that have not been considered?** Mr. Viggiano said that a 1986 study by Miles and Associates tried to identify on-street sites. One on-street site considered at that time was to locate buses around the intersection at 8th and Oak, but the major problem with that site was too much traffic. The other option considered at that time was to park buses around the park blocks between 8th and Oak, but there was no way to fit all of the buses on two little L-shaped streets. The on-street station at 10th and Willamette had the advantage of low traffic volume.

In 1978, a contra-flow option was studied, using a split station on 8th and 10th Avenues. Buses would travel in the opposite direction of traffic all around the mall, so passengers could be dropped off on the mall side. Ms. Loobey said there would have been major stations on 8th and 10th Avenues, and minor stations on Oak and Charnelton Streets. Many people would have had to walk the two blocks across the mall to make their transfers. The contra flow, plus the walk across the mall to transfer, made the idea unworkable. Mr. Hibschan said that this was being discussed partially along with potential major development on the mall which did not happen. Ms. Loobey added that the real issue with the people in the community was the bus-only lanes and contra-flow around the mall.

Mr. Viggiano described inherent problems with on-street stations. They were spread out, like LTD's current station, so the transferring distance was longer. They involved conflicts with cars, and did not provide as much shelter for transferring riders. The District had less control over what occurred at an on-street site, and some of those occurrences were disruptive to transit operations. The Customer Service Center could not be placed where it was easily accessible to all buses. Also, transit operations were subject to changes in traffic patterns and development. Staff believed that some of these inherent problems could not be addressed without moving to an off-street site.

The "double teardrop" design previously discussed for Olive and 10th was an on/off-street combination. The station would be within a two-block area, but one of the drawbacks was that the station would be two buses smaller than the current station. Mr. Brandt said that if Olive were opened, the buses could be parked to the north and be closer together, in an "X." Mr. Viggiano said that there would then be four lanes between the curbs, and to put the station there, the District would need more than the normal sidewalk width for regular pedestrian traffic and transferring passengers. At the current station, one lane was removed along 10th Avenue in order to widen the sidewalk, and the District had used part of the parking lot to widen the sidewalk along Olive. North of Olive, the District might not have the option to move onto private property for additional sidewalks, and could not take away two traffic lanes.

Tom Connor spoke from the audience again, saying the District was talking about a lot of if's, including the library and whether or not a street was to be opened. He thought that there might be other sites available in the community in a few months. He said he believed



the District needed an off-street station. He thought the Bon Marche building might be available; the Bon and Sears were not potential sites when sites were originally studied.

Mr. Viggiano summarized by saying that a transit station should get people on and off the buses safely, efficiently, and comfortably. He thought that would be difficult to do with an on-street site, but the District could control all factors with an off-street site, including where people walk, where they cross to other buses, where the buses pull into traffic, etc. Ms. Calvert asked if cars were denied travel on the downtown Portland transit mall. Mr. Viggiano said that was correct, and due to the frequency of buses, there were not timed transfers on the mall. Mr. Brandt thought that was a good system, but Ms. Loobey said LTD's buses did not travel often enough to make that kind of system work.

Staff asked if there was consensus among the Board members on this question. Mr. Brandt said the site preferably should be off-street. Ms. Calvert said that it made a lot of sense to be off-street, due to the make-up of LTD's system, more definitely than "preferably."

**(4) Did the Site Selection Committee's process pick the best site for the District when it recommended the Elections Site? How did the Elections Site move from the lowest ranked of the finalist sites to the preferred alternative?** Mr. Brandt said the Committee had picked the best site, but the best site turned out to be a problem. Mr. Montgomery said that the Elections site had been moved to the highest priority because it was the only full-block site. Mr. Brandt said the District was also hung up on being close to the County and federal building employees. He wondered if the Sears lot would have been eliminated if the District had all the facts at the time, and said he didn't believe the costs would be the same everywhere. Mr. Montgomery said the Sears lot didn't sound so bad, but it wasn't in the final selection group. Ms. Calvert said she was uncomfortable about the Sears lot because, if the library didn't go in there, there wouldn't be much activity in that area for several blocks. Mr. Parks asked if the reason it was eliminated was because of the possible move of the library. Mr. Viggiano said that was one of the reasons, but that also no one felt strongly that it was a good site. He said it was actually eliminated originally, and staff had asked that it be added back in, in order to have an option in that part of town, and then it was eliminated a second time.

Ms. Fitch asked, if the District did not want people to walk more than four blocks, and given the city, federal, and county employees, whether the Elections lot was the only full block that could be considered. Mr. Viggiano said there were more full-block surface lots, but the District would have to pay the price to tear down buildings. The Elections lot had the greatest amount of surface parking without buildings. Further from downtown, there were some blocks with a fair amount of undeveloped land, but those lots were getting pretty far from the center of downtown. Mr. Viggiano said that, as he recalled the process, the Elections lot did not rate highly because bus riders would have to cross 6th and 7th Avenues, but it was kept on the list because it was the largest available lot; that was good, he said, because the most important factor changed from location to size.

Ms. Calvert asked if there would be enough room if LTD had the Greyhound lot and had the Greyhound station area also. Mr. Viggiano said it would almost be enough. At the Elections lot, the shape of the parcel was very important to making the station work. An "L" shape wasn't as usable as the shape at the Elections lot. Ms. Calvert asked if the District

needed to be that rigid about shape. Mr. Viggiano said the architect did try to lay out the design on an L-shaped lot, but found that it could not adequately accommodate the necessary number of buses. Mr. Montgomery asked, then, if a 3/4-block lot would work only if it were in the perfect configuration. Ms. Loobey said that seemed to be true. Mr. Montgomery commented that it seemed that the Elections site was picked by default rather than because it was the best site. Ms. Calvert said the location of the Butterfly lot would be the best, but it was only a half-block site. Mr. Brandt said he still liked the City Hall site, but it was also only a half-block site. Mr. Viggiano replied that the Elections site did survive the initial cut from 15 to 6 possible sites, and from 6 to the final 4. Mr. Brandt said that the Sears lot had a pretty good review, but was eliminated because it was too far away from where people were working.

Mr. Connor spoke from the audience again, saying that the Elections lot was the most expensive lot in downtown Eugene. He said that parking for development and the County buildings was limited, and the County actually needed more parking. He thought the District could look at other lots and level the area, and have half the costs of the Elections lot, due to parking. Ms. Loobey asked if he meant to look further south. Mr. Connor said he wasn't sure where, but there were sites that hadn't been considered, such as the Bon, which would probably be for sale for \$1.6 million. He said he would guarantee that building on the Elections site would be very expensive because it would have a big effect on the area's development. Ms. Loobey said that no matter where the District built a station in the core area, someone would be affected. From an operational standpoint, however, access was very important, because only one-third of the 19,000 daily riders actually transferred to other buses, with another third having an origin or destination in downtown Eugene.

Mr. Connor asked about a tunnel under the street or a walkway above the street to get to the Elections lot, so that people would not be stagnating traffic from Ferry Street Bridge. Mr. Viggiano said there was already a tunnel under 7th Avenue, from the County parking lot to the County offices. There had been some talk about putting a tunnel under 6th Avenue, but it was not in the proposed budget for the station.

Mr. Brandt said he was not overly convinced that LTD had picked the best site. He thought the Greyhound lot was the best, but it wasn't a full block, and the Sears lot didn't make it into the final 4 choices. Mr. Montgomery said he would be willing to say that the Site Selection Committee had picked the only viable site, rather than the best. He thought the sites had been narrowed to one because of the design and size, and the site picked itself. Mr. Parks said he had been shocked to learn that all the site selection work was for nothing because the site had to be a full block.

Ms. Fitch said she thought the Board had answered the first three questions as a group (#1, yes; #2, no; #3, yes, preferably), but probably wouldn't settle on the answer to #4 that evening. She thought the Site Selection Committee had done the best it could from what it had to work with, but said she would like to see some other options. She thought the District needed to look at funding and other issues; she did not want to stop the process, but she did want to look at some other options.

Ms. Loobey stated that the District was convinced at one time that it did pick the best site. She said there were a lot of other questions involved, and some of those issues were

not resolved. She thought that staff could try to get some sense of what would happen if the District used the entire block by Sears--what that meant, what kind of partnership there might be with the City, etc. She added that the District needed good access on three sides, so the Bon site would not work, and needed a 3/4 block site. She said staff could make some guesses about costs, or could have a consultant do some comparison of costs. Mr. Parks said he didn't think there was any question that this research was needed.

Ms. Fitch said that the federal grant process took time, and had to be done. She thought the Site Selection Committee had done its job in determining what was needed, and now she wanted to look at some other options within that frame. Mr. Parks suggested that staff look further at other options and the political considerations, including asking the County if it would sell the Elections lot. Ms. Loobey told the Board that Commissioner Roberts had said the Commissioners were willing to consider a sale, and that LTD should talk with County staff and find out what they needed for replacement offices, and open a reasonable negotiation. Mr. Brandt said he wanted County staff to take this question to the Board of Commissioners for a vote, or have them say what conditions there were. Ms. Calvert thought the County would be willing to sell, but it depended on the cost. Mr. Brandt suggested asking a list of questions, such as whether or not the County was willing to sell and, if so, whether LTD would need to replace offices and parking, or just pay the assessed cost of the building without replacement. He said that Commissioner Cornacchia had told the Site Selection Committee that LTD would have to build the County a new building, so he would like to see this taken to a vote. Ms. Loobey said there would be no problem getting these questions on the County Commissioners' agenda, so Mr. Brandt suggested that the District develop a list of simple questions that could be answered with a yes or no answer. Ms. Loobey said that the Elections building housed County elections and health services. Commissioner Roberts had said he didn't think they had to be in the same building, and maybe did not have to be downtown, so costs might be cheaper. He also had said he didn't think it was reasonable to build them a building that cost more than the appraised value of the building they were currently in.

Ms. Loobey said there was a bigger question for the County and everyone in that area, which was how to resolve the parking issue. She agreed with Mr. Brandt that LTD needed a partnership with the City and County regarding parking, and thought they should be asked if adding another level to the County parking lot would help the problems in the 5th Avenue area. She said staff should also look at what would happen if the District used a full-block site on the south side of the mall, including cost, operational issues, and population density, both current and projected.

Mr. Montgomery said it may be that the outcome of very examination of sites is that the Elections lot may be close to the only site that is viable, but he wanted to have something clarified: whether the only 3/4-block site that would work would be to board in the street or to have a full block, since an L-shaped site would not work. Mr. Viggiano said staff could look at that issue again; it had originally been determined that an L-shaped site did not work, but three-fourths blocks in other configurations could be reviewed. Ms. Calvert said she would like to look at that again. She thought there had to be some options for 3/4-block sites. Mr. Brandt said that maybe Ms. Calvert was right, but maybe the District should be looking at the design, or what was really needed. Ms. Loobey said she thought the District had received good advice from the architect and engineers as the process went along. She said the design would use three-fourths of the elections lot and one-fourth could still be in private ownership,


but LTD's egress from the property depended on what happened with that other quarter block. She said staff could look at the Greyhound lot again, but there would then be the issue of where Greyhound would go.

Mr. Viggiano asked if the reason for looking at the L-shape and other sites was primarily to find the least expensive option, and whether the biggest problem with the Elections site was the cost. Ms. Calvert said that, originally, the biggest problem had been crossing 6th and 7th Avenues. She thought it would be preferable not to have to do that. Ms. Fitch said there were several issues: safety, traffic, and cost. Mr. Brandt said his range of comfort was to spend \$3 million to \$5 million in this community. He said it would be hard to convince him to spend over \$5 million. Mr. Montgomery said cost was the major reason that this project came to a screeching halt at the first meeting where the design and budget were proposed. Mr. Parks thought the District would be doing the right thing by "going easy" on this process.

Mr. Brandt said he was not sure the staff should be spending a lot of time until the Board met with the City Council in March. He said that Councilor Rutan's comments were the first time he had heard that the City wanted to work with LTD on this project, and he would like a clarification of that and the statement about allowing bus traffic on the proposed reopened section of Willamette Street. He said he had never heard that before. He said this was something the Board and City Council should discuss. He wondered what the point would be in doing any more work on this project until LTD had some answers from the City Council and the County Commissioners. Mr. Parks thought staff should contact County staff to have this issue on the Commissioners' agenda. Ms. Calvert said that the Commissioners would not have any specific answers until they had background information, such as the cost of replacement buildings, etc. Mr. Brandt thought the County staff should be directed to find out that information for the Commissioners, and, in the meantime, the District should not be spending a lot of money on this site. He said that maybe the Elections site was the best, but the District did not even know if the site could be purchased.

Ms. Calvert and Mr. Montgomery said LTD needed to know the criteria under which the County would sell. Ms. Calvert repeated that she would also like to pursue a couple of designs for 3/4-block sites. However, even though the District was very limited in potential sites, she still was not sure the Sears lot was right for this project.

**ADJOURNMENT:** Ms. Fitch moved that the meeting be adjourned to Wednesday, February 20, 1991, at 7:30 p.m. in the LTD Board Room. The motion was seconded, and the meeting was unanimously adjourned at 9:00 p.m.

  
Committee Secretary

