

MEETING TITLE: Urban Design Advisory Group
DATE: Friday, June 15, 2007, 7:30 a.m.–9:30 a.m.
LOCATION: Red Lion at the Quay – East River Room - Vancouver

TIME	TOPIC	ACTION
7:30 a.m.	Welcome & Introductions	
7:35 a.m.	May Meeting Summary	Approve
7:40 a.m.	Project Update	Discussion
8:00 a.m.	Alternatives Being Analyzed <ul style="list-style-type: none"> - Highway options - Transit options 	Presentation and Discussion
8:35 a.m.	Draft Design Guidelines	Presentation and Discussion
9:20 a.m.	Next Steps	Discussion
9:30 a.m.	Close <i>Tentative Next Meeting:</i> Friday, September 21, 7:30-9:30 a.m.	



Urban Design Advisory Group
June 15, 2007
Meeting Summary

MEMBERS PRESENT	
Commissioner Sam Adams, Co-Chair	Carrie Schilling
Rob Barrentine	Dave Smith
Ed Carpenter	Jeff Stuhr
Jane Hansen	Marcia Ward
Mark Masciarotte	Walter Valenta
Members not in attendance: Mayor Royce Pollard, Co-Chair; Dick Pokornowski, Michelle Tworoger, Jeanne Caswell	
OTHER ATTENDEES	
Roland Chlapowski, Commissioner Adams' Office	Matt Ransom, City of Vancouver
David Cusack, Clark County	Peter Stark, Stark Design
Randy Gragg	Patrick Sweeney, Portland Office of Transportation
Mark Raggett, Portland Bureau of Planning	Phil Wuest, City of Vancouver

CRC STAFF:

Kris Strickler, Ron Anderson, Barbara Hart, Scott Danielson, Paddy Tillett, Lynn Rust, Carolyn Sharp, Derek Chisholm

Welcome and Introductions:

Co-chair Commissioner Sam Adams opened the meeting with introductions of the committee members and the audience. He gave his impressions of a flight tour from Pearson Field arranged by Mark Masciarotte. He noted a better appreciation for the growth and change in Vancouver and the noticeable constraints of the flight paths for Pearson Field.

May Meeting Summary:

Ron Anderson, CRC staff, reviewed the May meeting summary and the committee offered no changes. Ron summarized the items that the group requested from CRC staff during the May meeting, including more information on vertical clearances, a detailed description of the DEIS alternatives, zoning designations for the project area, and information about the next Task Force meeting. Each of these items is addressed in the Project Update.

Project Update:

Ron Anderson reviewed the CRC project timeline and described the activities currently underway. To meet critical deadlines for federal funding, the project will recommend a Locally Preferred Alternative in late 2007 and release a Draft Environmental Impact Statement in the spring of 2008. An application for FTA New Starts funding is due in August 2008.

Ron described the project's recent public outreach efforts, noting that there are 24 events on the calendar this month alone. Staff is actively scheduling presentations to each of the neighborhood associations in the project area. The group asked for a summary of the comments received specifically related to urban design issues at the next meeting.

Work is progressing on the Value Engineering Study. A panel of outside experts has been looking at the alternatives, including roadway elements and bridge foundations, to analyze the designs for their basic function and recommend improvements and enhancements. Some of these recommendations could result in cost savings. More information about the proposed changes from the VE Study will be presented at the September UDAG meeting.

Ron Anderson provided an example of a mixed use development in downtown Vancouver that has applications for the use of passive open space that provides connections across I-5. The Riverwest development will include a hotel, condominiums, offices and a new library. The development will break ground next year. The City is interested in a lid or cap over the highway to create connections across I-5 to the Historic Reserve.

Responding to requests for additional information from the previous meeting, Ron explained the function of UDAG in respect to other agencies and committees. Project development is coordinated by the project's sponsoring agencies and working groups. UDAG serves as an advisory committee, like the Community and Environmental Justice Group, the Pedestrian and Bike Advisory Committee and the Task Force. The ultimate approval for urban design will come from ODOT and WSDOT with concurrence from the Federal Highway Administration and Federal Transit Administration.

In response to request for additional clarification about the vertical clearances of Pearson Field, Ron presented a diagram from the WSDOT Aviation Division and explained that there is essentially 30 feet above the deck on the north side of the river to work with. Ron also referred to a map of the navigation channel requirements to underscore the fact that design will also be influenced by the needs of river traffic.

The group was provided a map of the project area showing the zoning designations for Portland, Vancouver and Clark County. The project has extensive map and data resources available. This was offered as an example of the land use and open spaces that will be considered during discussions of how the bridge interacts with the land around it.

The next Task Force meeting is scheduled for Tuesday, June 26th at ODOT Region 1 in downtown Portland. An agenda for the Task Force meeting was included in the meeting materials and UDAG members are welcome to attend. The Task Force will consider the staff recommendation for the LPA, including a bridge alignment, in early 2008.

Alternatives Being Analyzed:

Ron Anderson described the five alternatives currently under analysis – four “build options” and a “no build” that will be used as a baseline for comparison. Two of the build options involve the construction of a replacement bridge with either bus rapid transit or light rail. The other two

options are a supplemental bridge for southbound traffic with either bus rapid transit or light rail. The existing bridges would be kept and restriped to carry northbound traffic. Ron walked through each of the alternatives describing the proposed changes to each of the intersections and how the existing transportation network would work with it. He noted the following areas that have unique design challenges for the group to consider:

Design issues on Hayden Island:

- The City of Portland's update to the Hayden Island neighborhood plan will create a local street system with better connectivity and will lead to new design guidelines. Design guidelines do not typically apply to public structures in the right of way.
- Retaining walls.
- Use of landscaping.
- A replacement bridge would offer options to solve long standing transportation and circulation problems on the Island.

Design issues on the River Crossing:

- The Value Engineering Study recommended looking at a new bridge design option that would incorporate high capacity transit inside the structure of the north or southbound bridges.
- Design and construction impacts of the bridge to Hayden Island and SR 14 are very different with upstream and downstream alignments. For example, an upstream alignment affects an operational hotel. A downstream alignment impacts a vacant hotel.

Design issues in downtown Vancouver

- No impacts are anticipated to the Maya Linn designed land bridge or to the Old Apple Tree Park.
- The highway will be constructed over the BNSF railroad. The railroad needs at least 23.5 feet of clearance and there may be no impacts to the railroad.
- The historical and cultural significance of Fort Vancouver and surrounding areas for Tribal communities may have more impacts to the design of an upstream alignment than a downstream alignment.

Design issues north of downtown Vancouver

- Only minor modifications will be made to the Fourth Plain overpass.

Design Guidelines:

Co-Chair Adams clarified the definition of "design" to provide structure to the group's ongoing discussions. The group discussed the qualities that define design:

- 1) Alignment – all dimensions, including horizontal, vertical and east-west
- 2) Massing – vertical/horizontal, maximum envelope for structures; includes the "anti-massing" - the space around the bridge, what's under it and how the ramps touch down
- 3) Appearance – the aesthetics from all angles and vantage points
- 4) Experience – the aesthetic experience of all users

The group reviewed the Draft Design Guidelines and provided amendments to the language that clarified the intent and application of the guidelines. The group discussed the use of terms such as "sleek", "blend in" vs. "compatible with", "a bridge that is inspired and inspiring" and "pure vs. honest expression of form". The group will continue discussion of the guidelines at the

next meeting. CRC staff suggested not meeting again until September. Co-Chair Adams would like to continue meeting in July and August to continue the discussion of the design guidelines. Co-Chair Adams asked that each member look for images, photographs or words that evoke the ideals of design that they want to promote through the guidelines. These will help illustrate design concepts as the group continues to discuss the guidelines in the next several meetings.

Follow-up Items for CRC Staff:

1. Confirm summer meeting dates – tentatively July 20 and August 10.
2. Compile a summary of public comments related to urban design issues.
3. Confirm the southern extent of Pearson Field air clearance.