

**Bundle 220 WRB**  
**PARKS COORDINATION MEETING**

May 3, 2013, 10:00 AM – 11:00 AM  
WRB Trailer: Conference Room #1 – 3001 Franklin Blvd., Eugene  
Conference Call Number: 1-877-226-3629; Code = 13480

**MEETING MINUTES**

A. Design

a. Phase 2 DE Process

- Justin Lanphear – renderings for WRB north bank
  - DESC met Monday to review renderings and seemed to prefer Concept 1 of the drawing packet. This concept considers sweeper accessibility for cleaning and maintenance, floating seating areas, maintains a naturalistic feel using hard surfaces for maintenance. Slope paving will be a 3'x3' square grid instead of the break weave pattern shown. Rock salt pavers are used to separate the design enhancement area from the paving. Decomposed granite in a cocoa color is used within the design enhancement area. Design extends towards the river for closer, unobstructed viewing of the river. Working on a location to incorporate imprinting of “Whilamut Passage” somewhere in the design. It has not been determined exactly where the top of bank is, but design can be refined to accommodate.
  - The question has been raised about narrowing down the width of the path to 12' and/or moving it slightly to the north, which would allow more room on the river side of the path. Karl is communicating with the engineer on this and Trevor Taylor will coordinate with Lee Shoemaker and others on the EPOS side for their preference.
  - Other general comment on Justin's designs were that the loose material used will eventually migrate, the need to discourage people from trying to access the river from this area by adding a curb or other method. A soft path was discussed earlier in the process and not advised due to the preservation of Pre's Trail and tie-in issues.
  - Concept 2 includes colored concrete and different textures and would be more expensive due to the coloring. DESC felt the design was too literal.
  - Concept 3 is similar to Concept 1 but the seating areas are more in alignment. DESC felt this design was too rigid and wanted more access towards the river. It also may not work well with the 3' grid of slope paving.
  - Greg Hyde and Trevor Taylor prefer Concept 1. Trevor sees no practical issues with it and would like to be involved in the selection of landscape for ease of maintenance. Density will be important in combating blackberries. Justin is thinking of more low bushes or groundcover type plants, something like sword fern or compact mimosa.
  - David Sonnichsen favored narrower turnouts south of the multi-use path because of the possibility this area may be used recklessly by eastbound skaters and bicyclists attempting to pass on the right. David also noted the potential need for a treatment or deterrent along the base of the slope paving to discourage skate and bicycle use. Designing a separation or bump should be considered to deter a speed-assist from the slope.
- Artist Update
  - Due to budget overrun concerns, the Canoe Canal fence replacement has been removed from the scope of Betsy's work.
  - Litus has provided an example of the sandblasting technique being used on the Camas tiles. The tiles will either be 4'x4' or 2'x2'. The artist would prefer not to provide generic replacement tiles to preserve the integrity of the art piece. Karl is working on options for the replacement portion of this piece.

- Canoe Canal slope – Esther Stutzman and David Lewis provided advice on some authenticity questions. It would not be authentic to have a female in the canoe, but there could be one on the bank. The people in the canoe need to be spaced apart instead of both in the middle. A wolf will be part of one of the tiles used in the piece.
  - b. PI Update – no update
- B. Construction Topics
  - a. Schedule
    - Looking at irrigating plants and grasses in frog pond area to encourage growth
    - Section of bridge deck poured over Franklin Blvd keeps project on track for September opening to traffic
    - Work on the closed off-ramp will begin next week
    - Stream restoration from the railroad tracks up to the squash pipe will be done this year and the remainder early next year
    - FHWA has said that ODOT cannot administer the P20 viaduct connector, it will remain with City of Springfield and is being worked out with them
    - Night work scheduled for 5/15 to remove the falsework currently over Franklin Blvd.
    - Traffic will be moved back to its original configuration on Franklin the first half of June.
- C. NOA's – none
- D. Good of the Order
  - Next Meeting – scheduled for June 7, 2013, 10:00AM-11:00AM.