



Corvallis Riverfront Commemorative Park and Riverfront District Master Plan

Prepared for
**City of Corvallis
Riverfront Commission**

Prepared by
Murase Associates

In association with
SRI/SHAPIRO/AGCO, Inc.

January 27, 1997

MURASE
associates

January 27, 1997

Mr. Rene Moye, Director
Dept. of Parks and Recreation
City of Corvallis
1310 SW. Avery Park Drive
Corvallis, OR 97333

RE: Corvallis Riverfront Commemorative Park Master Plan

Dear Mr. Moye,

Murase Associates is pleased to present this description of the Corvallis Riverfront Commemorative Park Master Plan. We have included observations and comments by SRI/Shapiro/AGCO, environmental planners whose expertise in urban design and planning policy has been integral to the plan.

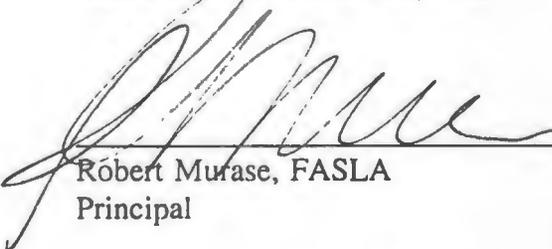
The citizens of Corvallis guided the planning process by actively participating in workshops that elicited their concerns and needs for this central component of their city. As consultants in the field of urban design and planning, we offer this master plan as a successful synthesis of community desires and pragmatic design and planning for a successful urban and parkway environment.

We sincerely hope that this plan will be accepted by the City of Corvallis as a guide for the integration of park and street improvements with the city's Combined Sewer Overflow project.

Sincerely,

MURASE ASSOCIATES, INC.

SRI/SHAPIRO/AGCO, INC.



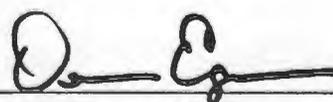
Robert Murase, FASLA
Principal



Lee Leighton, AICP
Senior Planner



Steven Koch, Landscape Architect
Project Manager



Dennis Egner, AICP
Planning Manager

*Landscape Architecture
Urban Design
Planning*



Description

Corvallis Riverfront Commemorative Park and Riverfront District Master Plan

January 27, 1996

■ THE MASTER PLAN

The strength of the Corvallis Riverfront Commemorative Park and Riverfront District Master Plan is the manner in which it consolidates the entire developed urban edge of the river and the natural riverfront.

■ THE NATURAL RIPARIAN CORRIDOR

The natural riparian vegetation at the river's edge is a continuous wildlife habitat and travel corridor. A variety of wildlife use this corridor as a safe river view and foraging ground. This green ribbon also brings relief and provides interest for the growing number of people who visit, work or live in the area. People having lunch in the park or just out for a stroll will enjoy river views replete with natural vegetation along the pedestrian-oriented, multi-modal path.

Natural and Cultural History Interpretation

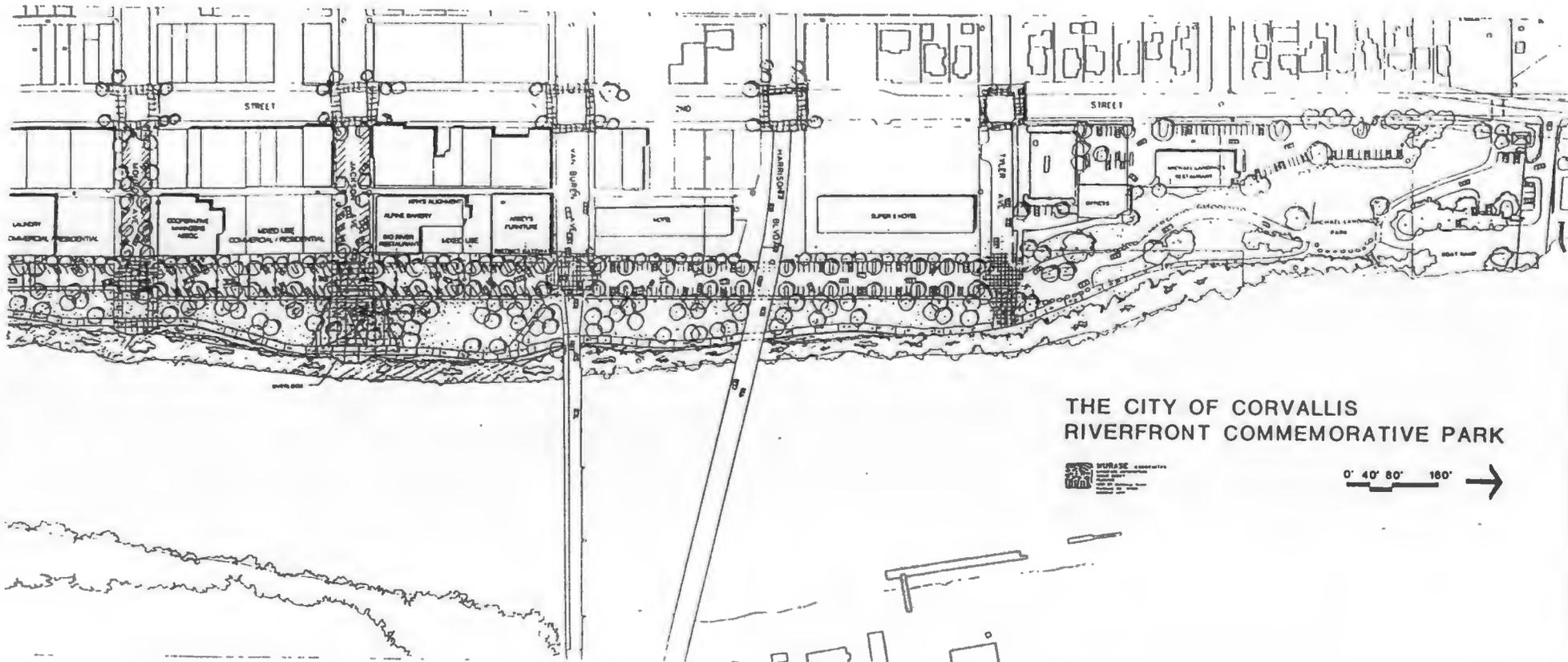
Visitors share in the history of the river and the city through interpretive stations located at the river view "windows" created by the Riverbank Vegetation Management Plan.

Vegetation/Management and Riverbank Stability

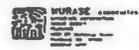
The vegetation management plan's primary mandate is to enhance the health, beauty and wildlife value of the river's edge through thoughtful care and management. Because the stability of the riverbank riparian corridor is constantly being challenged and compromised by the swift and occasionally flooding waters of the Willamette River, the master plan establishes minimum setbacks that accommodate public improvements at the top of the river's bank at a safe distance from any hazard. This also maximizes the natural integrity of the river bank and provides a safety buffer for users of the multi-modal path. Additional riparian vegetation and native plantings will be artfully used in these buffer areas to create visual interest, add continuity to the path's edge and promote riverbank stability.

Security/Lighting and Use

Low-level night lighting is also provided along the greenway path to ensure personal safety and provide a pleasant evening experience and ensure minimum nighttime impact on the wildlife in this corridor. Evening promenading by restaurant patrons and nearby residents will provide interest and intrigue in a currently under-used and uninviting area. Daytime use could include elementary school field trips to the interpretive stations to guide discussions or provide points of departure for other educational activities.



THE CITY OF CORVALLIS
RIVERFRONT COMMEMORATIVE PARK



Madison Street plaza, there is a river view window at the riverbank edge. This large gathering place facilitates the enhancement of established community traditions and events, such as Fourth of July celebrations which also use Michael's Landing, Shawala Park and First Street.

Monroe Street Plaza

A more modest plaza is designed at Monroe Street, where a panel of green lawn is used for the plaza center instead of the paving found at Madison Street. This strengthens the continuity of the greenway, while retaining two pedestrian paths that lead visitors to the riverfront from Second Street. Maximizing views to the river without affecting the stability of the riverbank by extending over the edge, a river view window is provided at the top of the river's bank. A public transit stop at the edge of First Street for future transit routes in the district is also included in the design of the plaza..

■ FIRST STREET/RIVERFRONT DISTRICT AND THE CENTRAL BUSINESS DISTRICT

The Corvallis riverfront is a unique and valuable community resource that should be recognized and celebrated. This makes the Riverfront District a distinct part of the Central Business District. The unique character of the district is enhanced by the continuity of multi-modal greenway path circulation along the riparian edge and by two-way automobile circulation along First Street. Unique street lighting, sidewalk furniture and gateways distinguish the entryway on Second Street at "B" and Tyler Streets. Crossing the threshold created by vertical landmark gateways marks the beginning of the Riverfront District experience. To signal pedestrians, bicycle riders and automobile drivers that this unique area warrants their special attention, gateways are also located at the intersections of the east-west streets and First Street. The intersection is paved with the same distinct pattern used in the plaza centers, marking the entire area as pedestrian oriented. To alert passing traffic, the intersections are also slightly raised.

Automobile Access and Circulation

Automobile access and circulation is traditionally viewed as conflicting with pedestrian use of urban area. However, the contrary has often proven to be the case. Urban redevelopment projects across the country and locally that have prohibited automobiles have not obtained the social, cultural or commercial success that was projected. This master plan successfully integrates pedestrian and multi-modal paths, transit route opportunities, and automobile circulation with the natural riparian corridor, the Riverfront Commemorative Park and future urban mixed-use development. All of these components are critical to formulating a design solution that addresses the community's desire to reclaim the historically and culturally significant river and urban edge as part of the city's fabric.

First Street Alignment

Although this master plan uses many of the circulation control devices that the First Street Design Sub-Committee recommended, it differs in several ways. Murase Associates and SRI/Shapiro, Planners, have made several urban design observations and modifications to the Sub-Committees recommended schematic plan. Primarily, this master plan keeps the designed alignment of First Street as straight as possible, rather than applying a slightly curved alignment in some portions of the design. Often, a curved design appears in plan to reduce automobile speeds and add a degree of safety, however this is not always true. The straight alignment of the roadway eliminates awkward intersection alignments and curb line protrusions. Using a curving design, drivers may also fail to see that they need to veer, one way or the other, at intersections in order to allow sufficient passing room unless clear visual cues are provided. A straight design offers safer sight distances and relieves the ambiguity of travel lane alignment at intersections. In addition, the wider sidewalk widths necessary for a curved alignment distract from the continuity of the other portions of the street design, neither are they sufficiently wide to serve as plazas, resulting in ambiguous spaces whose function, scale and relationship to adjacent buildings is unclear. The curved design also bulges out into the park area while the straight alignment regains additional park space.

The design of the street provides for local circulation only. Automobile circulation along First Street is controlled with a variety of common urban design treatments:

- Special district signage.
- Narrow travel lanes for a total width of 20 feet.
- Traffic signage, including stop signs at every intersection, speed limitations, and pedestrian crossing and bicycle awareness signs.
- Slightly elevated intersections with special color and texture pavement treatments.
- Parking on both sides of the street where possible.

Parking

Currently there are 322 employee and customer parking spaces between Washington Street and Van Buren Street. The master plan for this area shows 181 parking spaces for commercial, retail, and park use. This is a substantial decrease in the total quantity of parking spaces in this area. The reduction allows for an increase in space devoted to the enhancement of the natural riparian edge, the community park and the civic event plaza areas. A "shared parking" policy as recommended by the Parking Sub Committee helps reduce the quantity of parking that would otherwise be mandated by current city policy. The future needs of commercial, retail and residential uses are sensitively balanced with the reduced

accommodations for parking. The mixed use development component of this plan will promote and transform the riverfront into a vital part of the Central Business District. Employee parking is relocated to the southern and northern ends of the Riverfront District for the transition period between the initial improvements in the district and completion of the mixed use portion of the development. At that time alternate parking solutions for the entire Central Business District will be required.

Street Design / Multi Use

The street is designed to accommodate multiple uses as an extension of park plazas that are centers of activity within the Riverfront Commemorative Park greenway. Distinctive pavement treatments between intersections and in parking bays along First Street will encourage and accommodate crowd overflow from the plaza areas. The Farmer's Market, art shows, street or district fairs and carnivals can be located along the First Street right-of-way to create a continuous festive atmosphere from Michael's Landing to Shawala Park, where larger staged events can take place. Special street lighting will also enhance the area for the pedestrian.

■ FIRST STREET AND PARK CONTINUITY

Paralleling First Street from Tyler to "B" Streets, the multi-modal path and the river front park greenway enhances the entire Riverfront District and the Central Business District by:

- Increasing personal security
 - surveillance route
 - more frequent use
 - removing ambiguity of private vs. public space
 - integrating city requirement for a 20-foot clear emergency vehicle access road
- Establishing connections
 - continuity of district amenities
 - easy two-way access and circulation
 - re-establishing the historic road connection within city owned right-of-way
 - allowing continuous public transit routes and connections
 - linking Michael's Landing with Shawala Park
 - connecting the plaza with business enterprises
- Providing visual continuity
 - sense of continuous and convenient access
 - street furniture
 - street lighting
 - pavement treatments
 - street tree plantings

- Aiding investment by developers and market appeal
 - parking quantities
 - riverfront access
 - visibility and customer awareness
 - less expensive to construct roadway improvements
and connections now rather than in the future

■ CONTINUITY BETWEEN WASHINGTON STREET AND "B" STREET

There are two proposed designs for the development of First Street between Washington Street and "B" Street. There are important similarities and differences in both designs that need to be pointed out. The attached plans help illustrate the differences described below.

The characteristics of both proposals were designed with active community input through public design workshops and feedback meetings. The alternate design proposal was produced as a result of public comment at a public presentation and feedback meeting. Many of the concerns stated by the community have been resolved through this alternate design of the southern end of First Street.

Both proposals reestablish the historic alignment of First Street along the city owned street right-of-way. This allows the continuity of both First Street designs to remain intact and give the entire riverfront district an exceptional feel and ambiance. Both designs highlight the entire length of First Street from Tyler to "B" Street as a unique link between the city's built edge and the natural river's edge. The proposed treatments of the natural river edge, the parkway and the street design itself will help support the economic revitalization of the Riverfront District as it becomes reintegrated into the Central Business District. Both designs are also compatible with the community's strong desire to revitalize this area and reclaim the river front as a vibrant community resource for the all citizens of Corvallis.

The design solutions offer different parking patterns. The alternate design proposes excluding parking along First Street from Washington to Western. Both designs retain the sidewalk on the west side and the multimodal path on the east side, however the alternate provides additional buffer plantings on each side of the street to help retain this area's park-like character and provide a more pleasant transition from Shawala Park into narrower portions of First Street where this heavy planting treatment is not possible. The intersection of First Street and Western is treated similarly in both designs, with provisions for the development of a street plaza area that can focus on a civic monument or public memorials. Also note the difference in the parking pattern along the roadway curve between Western and "B" Street. The perpendicular parking on the east side in the first proposal has been moved to the west side. This was done to create a park-like landscaped vista for those traveling by foot, on bicycle or by automobile from the south to Shawala Park on First Street. Similarly, the view for those entering the Riverfront District from "B" Street or Second Street will also

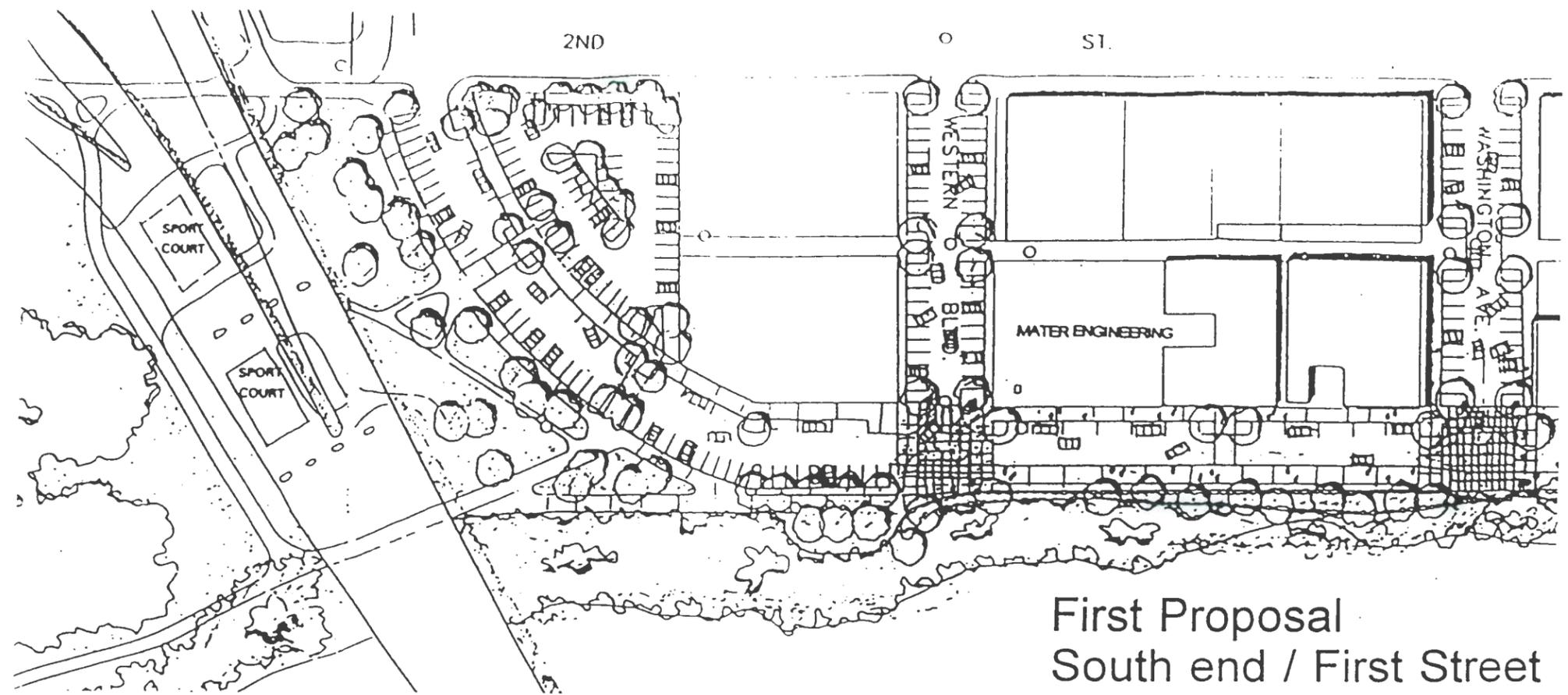
be improved through the alternate design. The few parking spaces between these two areas along the east edge of the roadway at Shawala Park will become handicapped parking to provide easy park access for the disabled or infirm.

The first proposal's parking pattern offers 117 parking spaces in this area. The alternate design provides an additional 19 parking spaces for a total of 136 spaces. The alternate design also recognizes that the existing stretch of Second Street between Western and "B" could be used more efficiently by simply changing the current parallel parking pattern to the diagonal parking pattern used along the more northern blocks of Second Street. This design approach also makes the south end of Second Street more appealing to additional business investment and residential development while supporting the use of Shawala Park. It is important that both designs maintain the quantity and convenience of employee parking for the Central Business District.

The configuration of the dedicated off-street parking lot for downtown employees remains the same in both designs. By expanding the proposed "shared parking" policy as proposed by the Parking Sub-Committee, the employee parking lot can be opened to the public on observed holidays and off-peak hours. This additional parking will promote evening use of this area and area businesses, and further reduce the demand for parking during civic events and community celebrations.

■ CONCLUSION

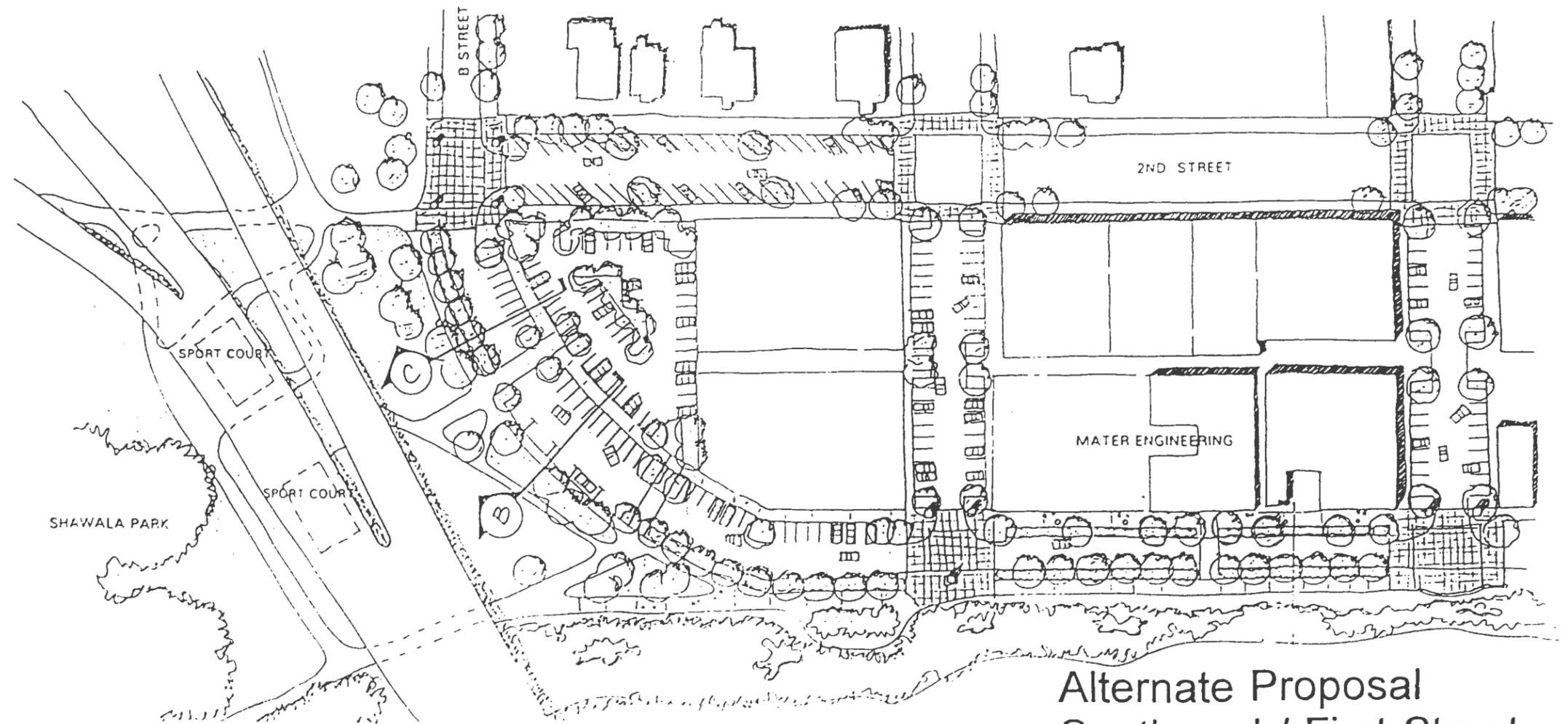
The Corvallis Riverfront Commemorative Park and Riverfront District master plan provides a structure for growth while balancing the incremental urban redevelopment of the Riverfront District with the community's desire to reclaim this "natural gem." The design of First Street in conjunction with either of the proposed designs for the southern end of First Street will help support the revitalization of the entire area. The Riverfront Commemorative Park improvements and the evolving Riverfront District will become an active and supportive part of Corvallis's urban community fabric over the next 20 years and beyond.



First Proposal
South end / First Street



North



Alternate Proposal
South end / First Street



North



First Street Design
Recommendations and Plan Drawings

First Street Design Recommendations

Murase Associates, Landscape Architects, Urban Design, Planning

Provide an efficient traffic circulation system

Continuity and integration of the entire urban riverfront edge by re-establishing the road alignment from Tyler to "B" Street

Enhance park and retail / business access and visibility with a continuous route along the entire urban / riverfront edge

Keep road center line as straight and consistent as possible

Provide clear path and sight distances for travel route

Consistent travel lane widths

Reduce view obstructions

Street lighting

Provide clear travel path definition at roadway intersections

Perpendicular (90 degree) alignments at intersections

Maximize sight distances for pedestrian safety

Intersection definition / pavement treatment

Provide traffic speed control

District signage

Stop signs at intersections

Pedestrian crossing signs

Speed limitation signs

Minimize travel lane widths

Parking on both sides of roadway where possible

Provide pedestrian safe environment

Consistent locations for pedestrian crossings

Consistent signage locations

Consistent pavement treatments in crossing areas

Reduce crossing distances

Reduce vehicle crossing of sidewalks

Avoid travel lanes directly adjacent major pedestrian routes

Provide consistent urban design standards

Encourage rain protection awnings

Building edge and lot build out standards

No off-street surface parking on First Street

Service area and loading area guidelines

Minimize blank walls, encourage window walls

Furniture types and placement

Pavement treatments

Store front areas for sidewalk displays and restaurant seating

Provide parking for park and revitalization of Riverfront area

Minimize parking needs through "shared parking" policy

Safe, adequate and convenient

Lighting, visibility, surveillance

Quality walking route environment

Reduce walking distances

Visitor and customer parking close to retail / commercial

Review access and parking quantity phasing for the development transition period

SDC funding strategy for additional parking opportunities

Allowances for private sector support of parking opportunities

Provide multi-modal circulation opportunities

Path widths that encourage integration of all modes and scales of use and character

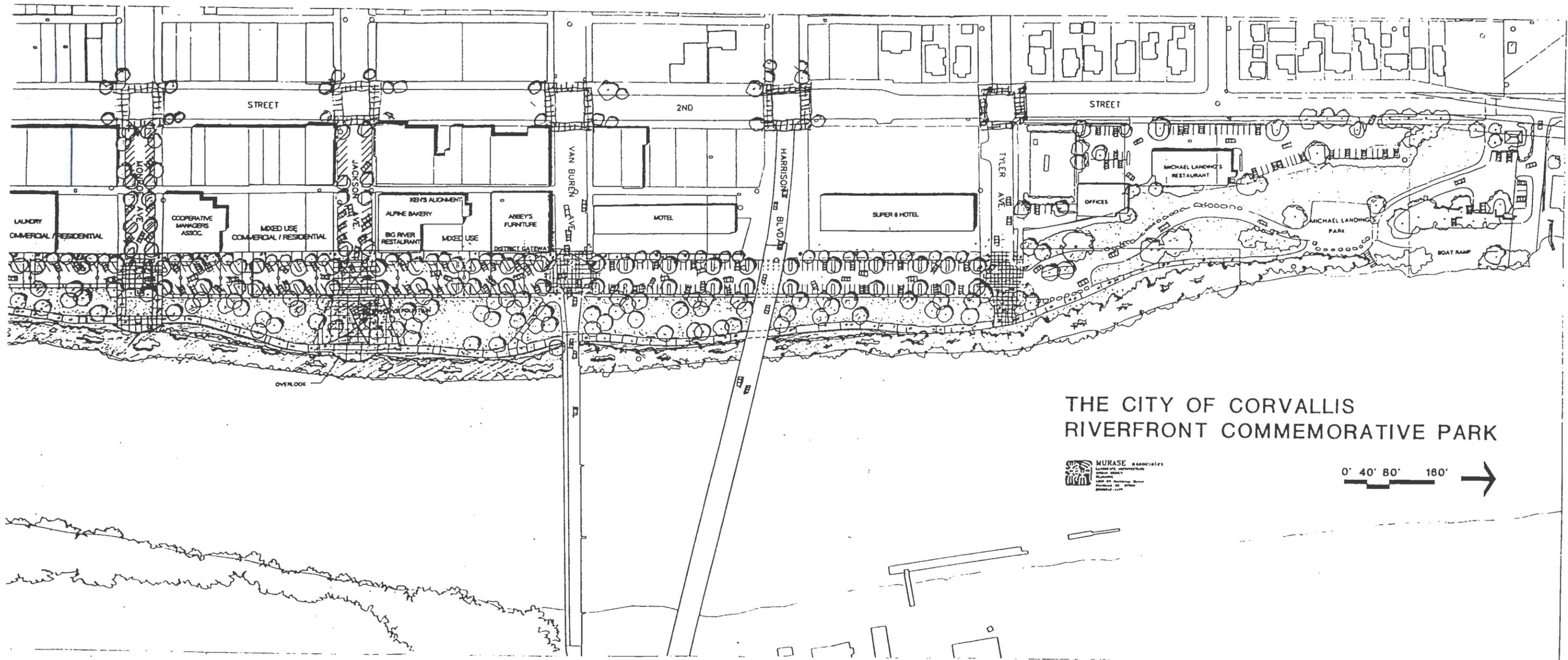
Commuter bicycles share streets with vehicles allowing safer use of river path by all users

Pedestrian overlooks and seating areas out of circulation route

Bicycle racks

ADA accessible paths and overlook points

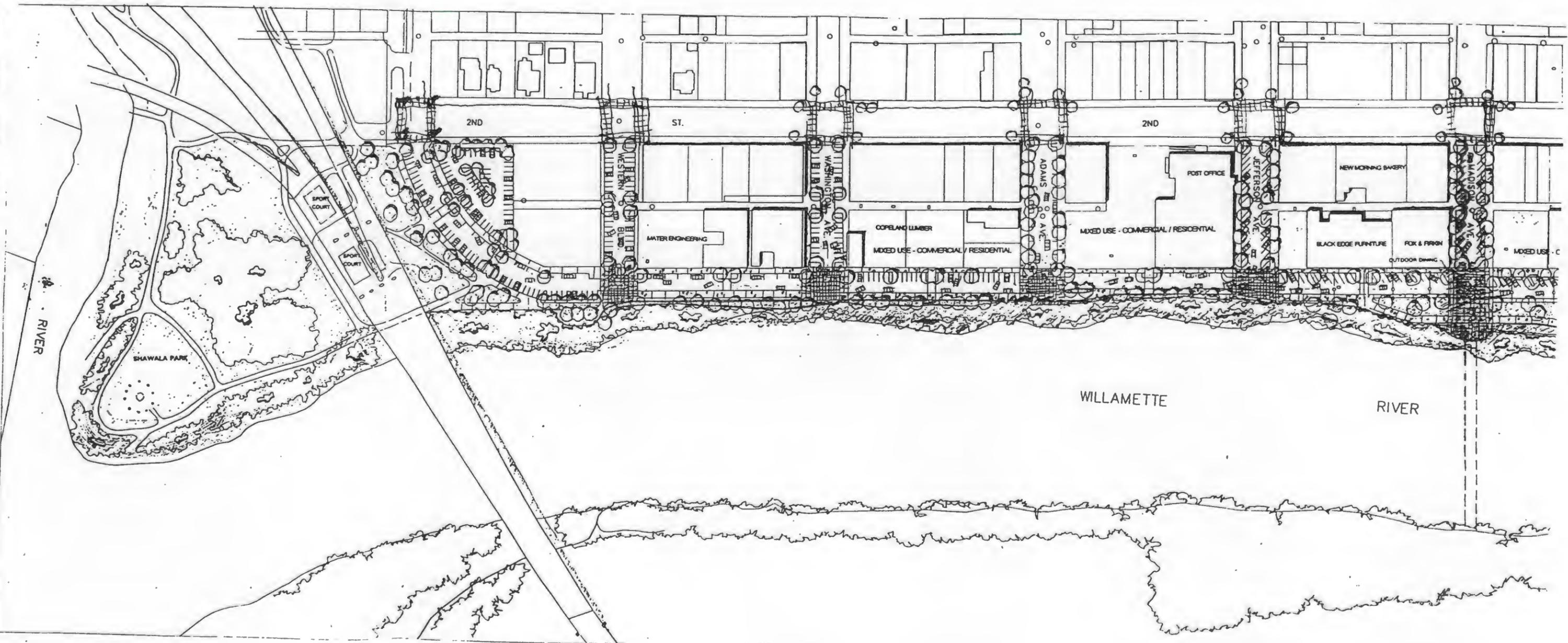
Comfortable walking and bicycling surfaces



THE CITY OF CORVALLIS
RIVERFRONT COMMEMORATIVE PARK

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 Corvallis, OR 97331
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2ND

ST.

2ND

RIVER

SHAWALA PARK

SPORT COURT

SPORT COURT

MATER ENGINEERING

COPELAND LUMBER

MIXED USE - COMMERCIAL / RESIDENTIAL

POST OFFICE

MIXED USE - COMMERCIAL / RESIDENTIAL

NEW MORNING BAKERY

BLACK EDGE FURNITURE

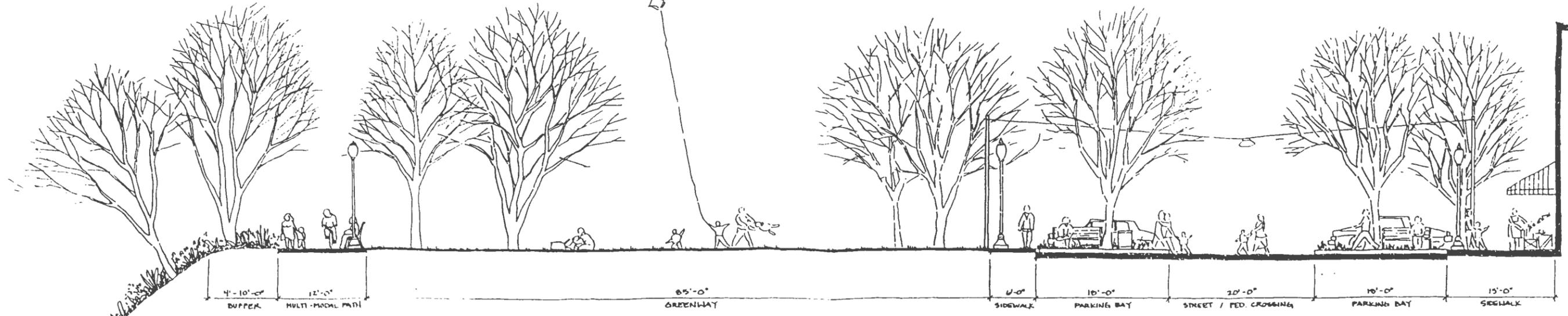
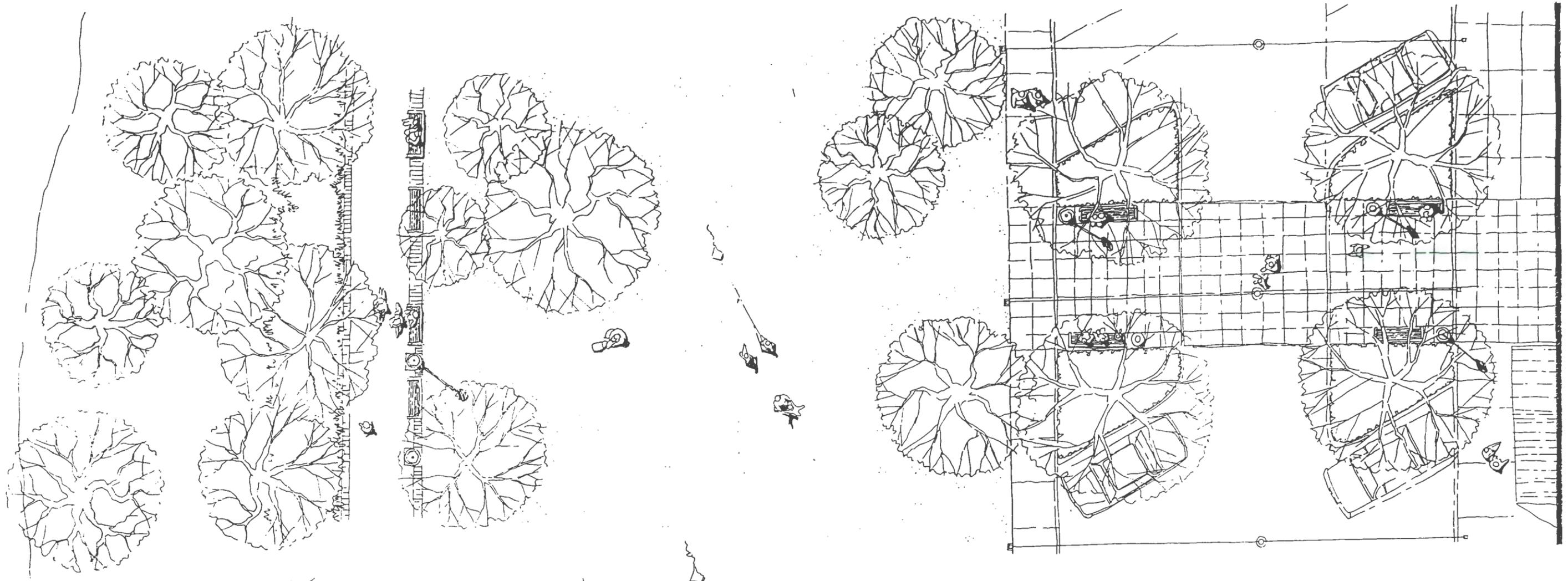
FOX & PIRN

OUTDOOR DINING

MIXED USE - C

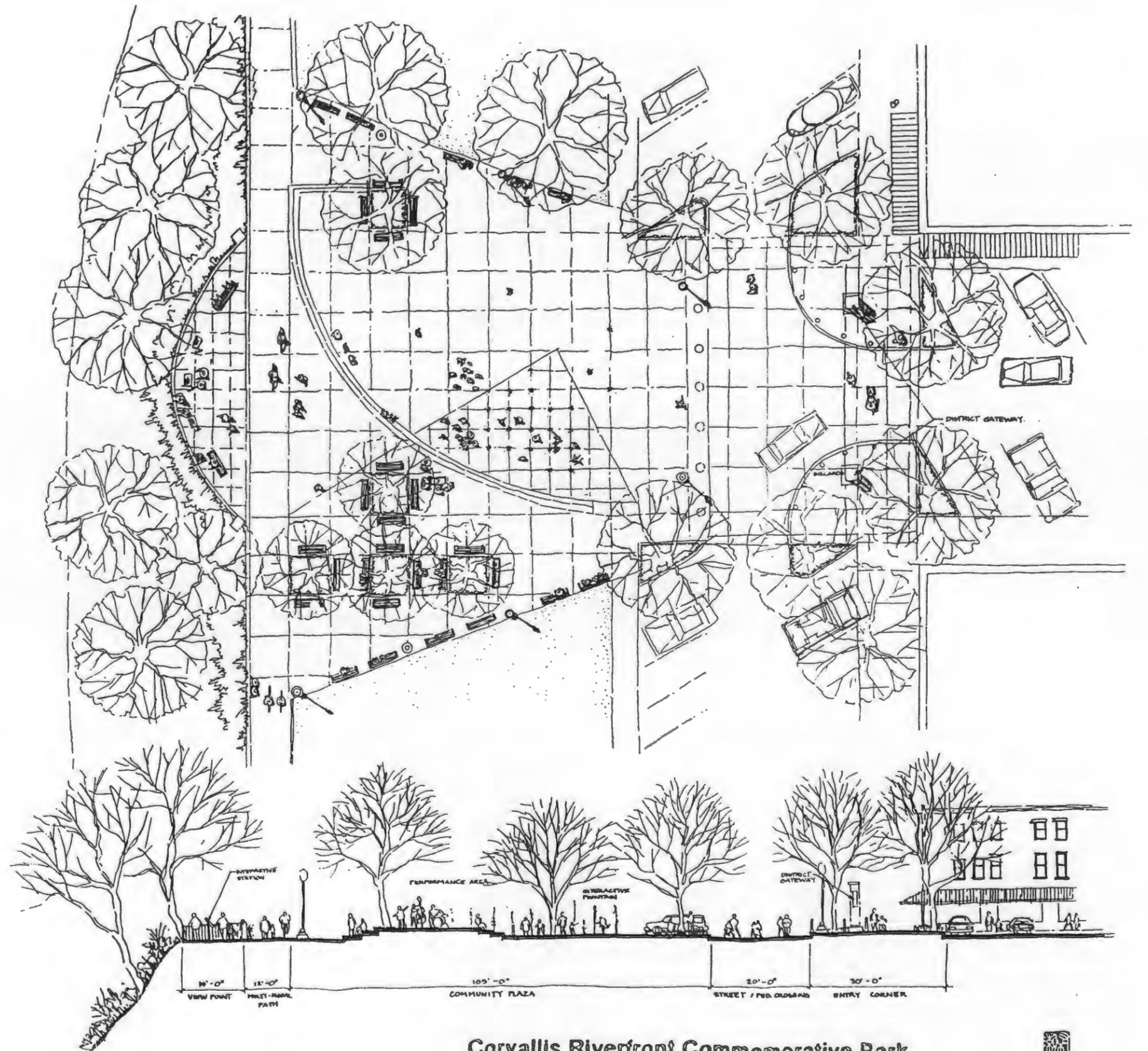
WILLAMETTE

RIVER



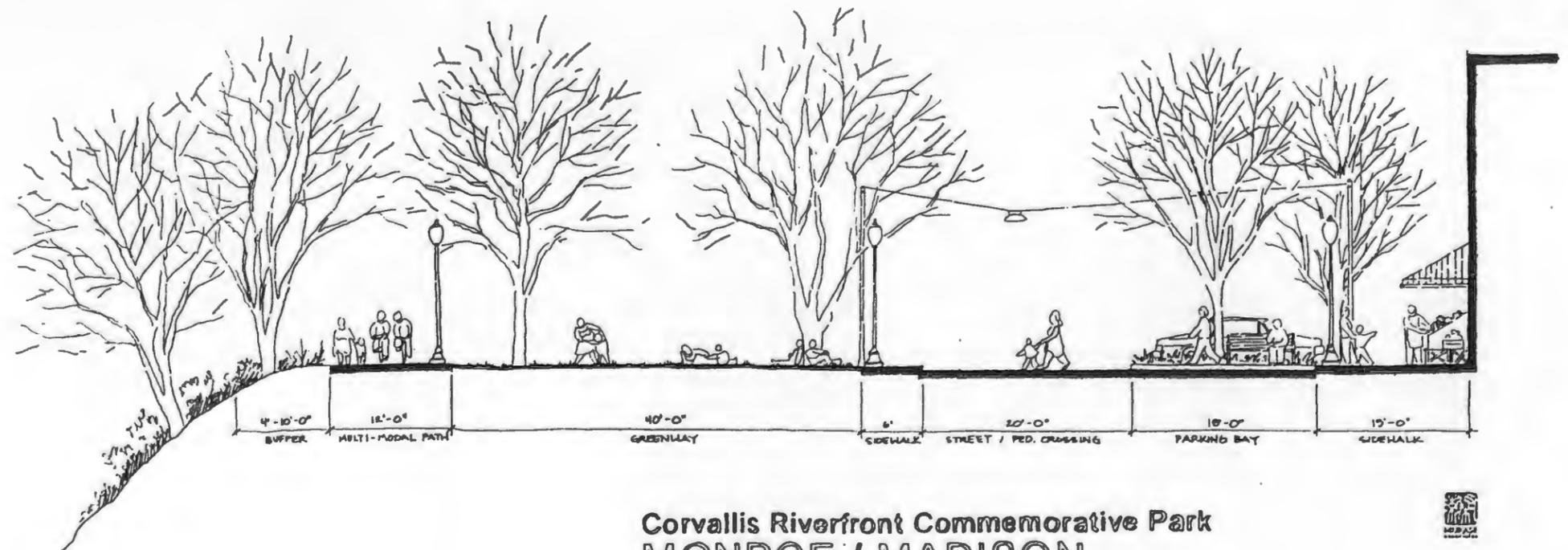
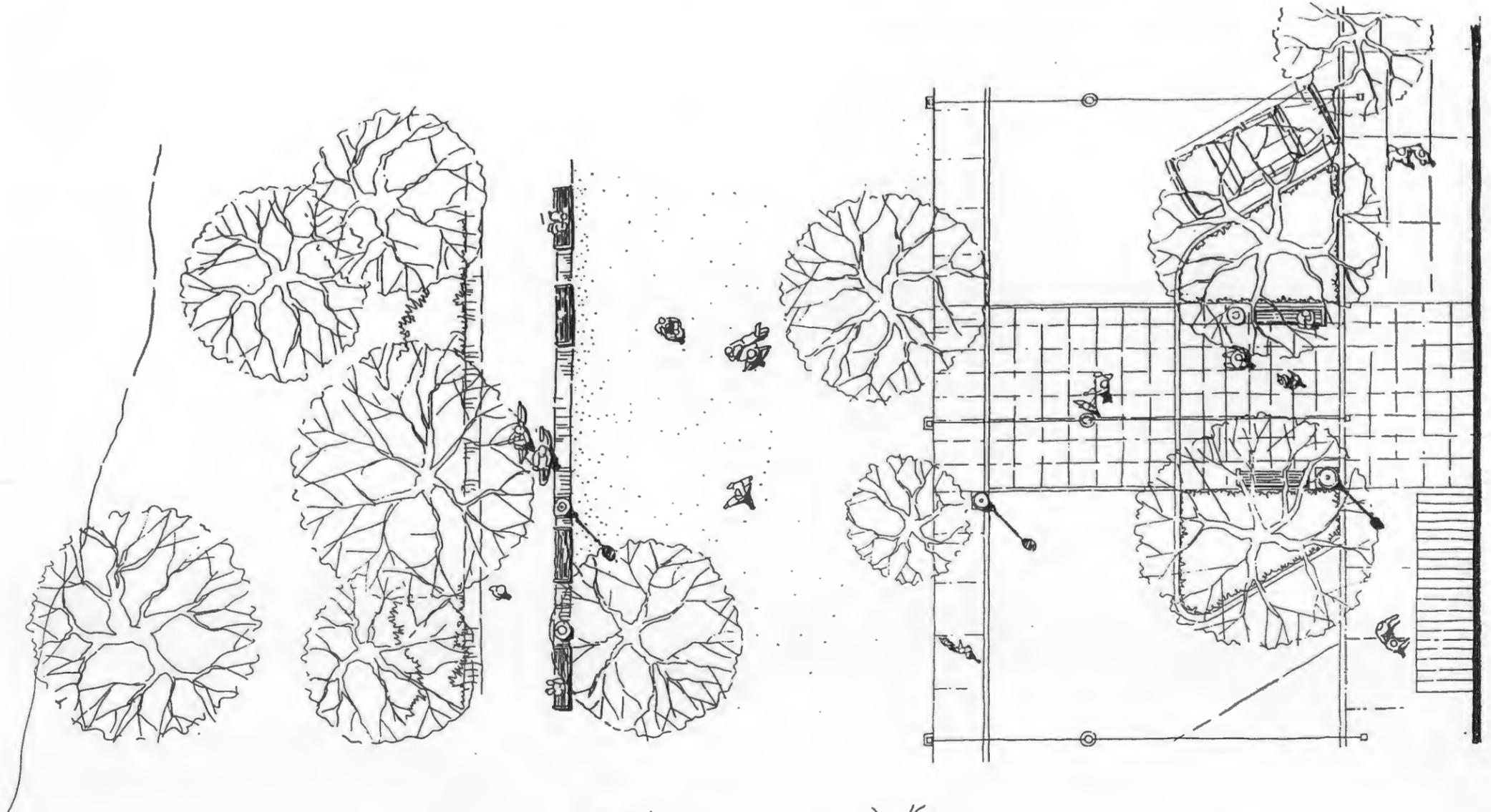
Corvallis Riverfront Commemorative Park
VAN BUREN / JACKSON





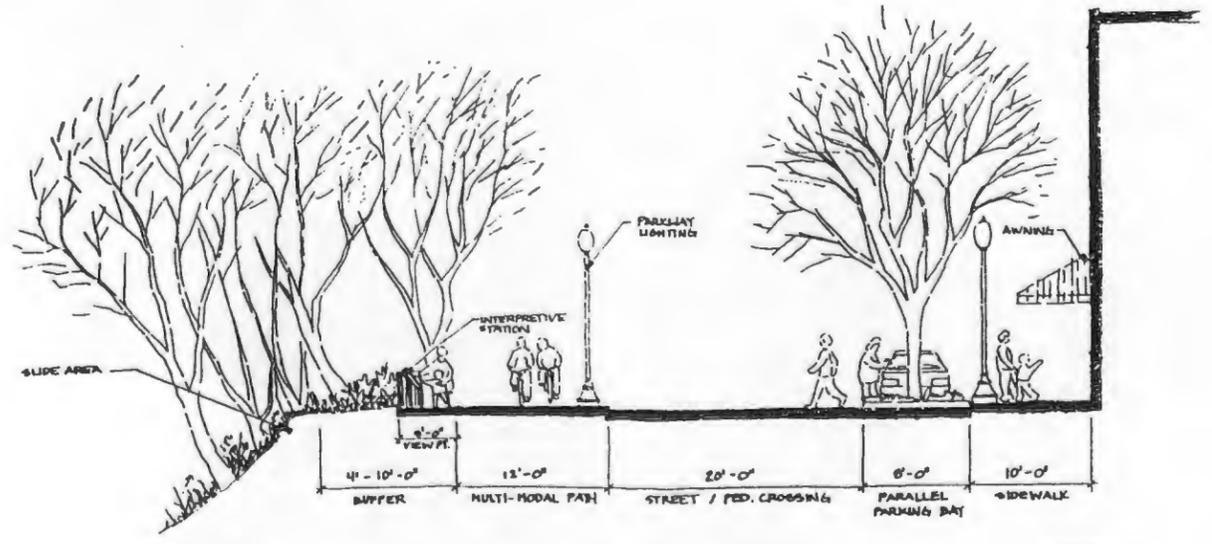
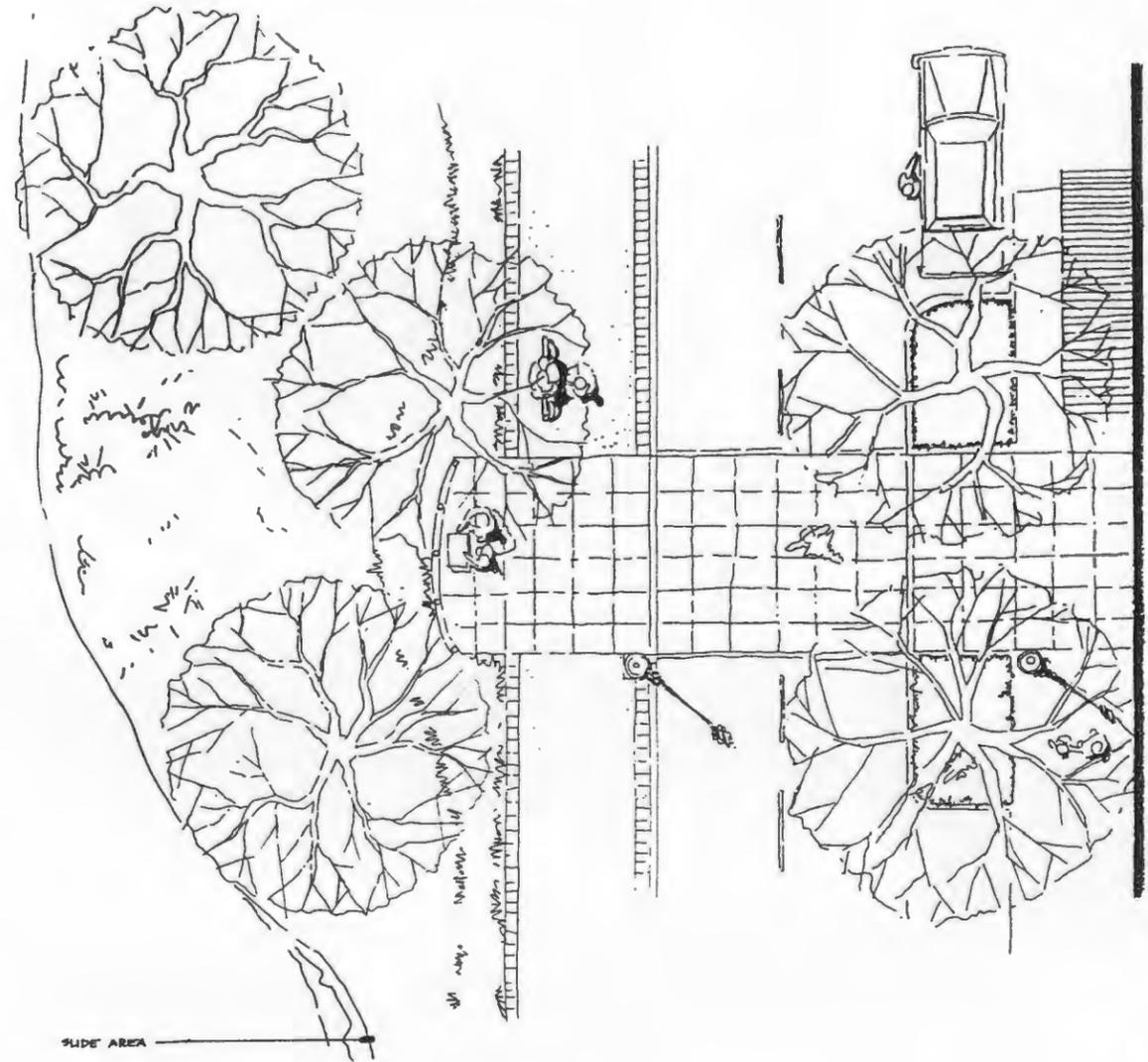
Corvallis Riverfront Commemorative Park
JACKSON STREET PLAZA





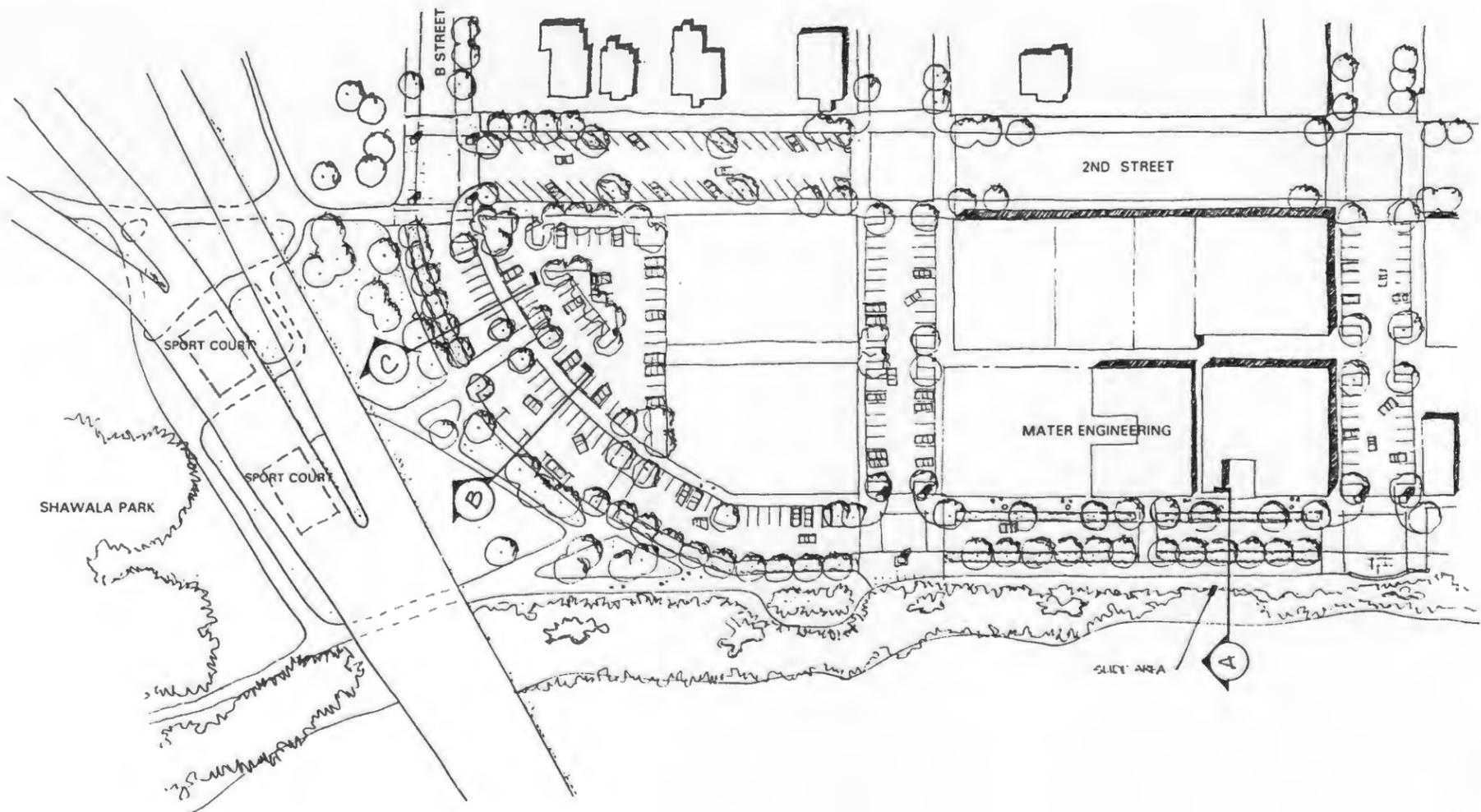
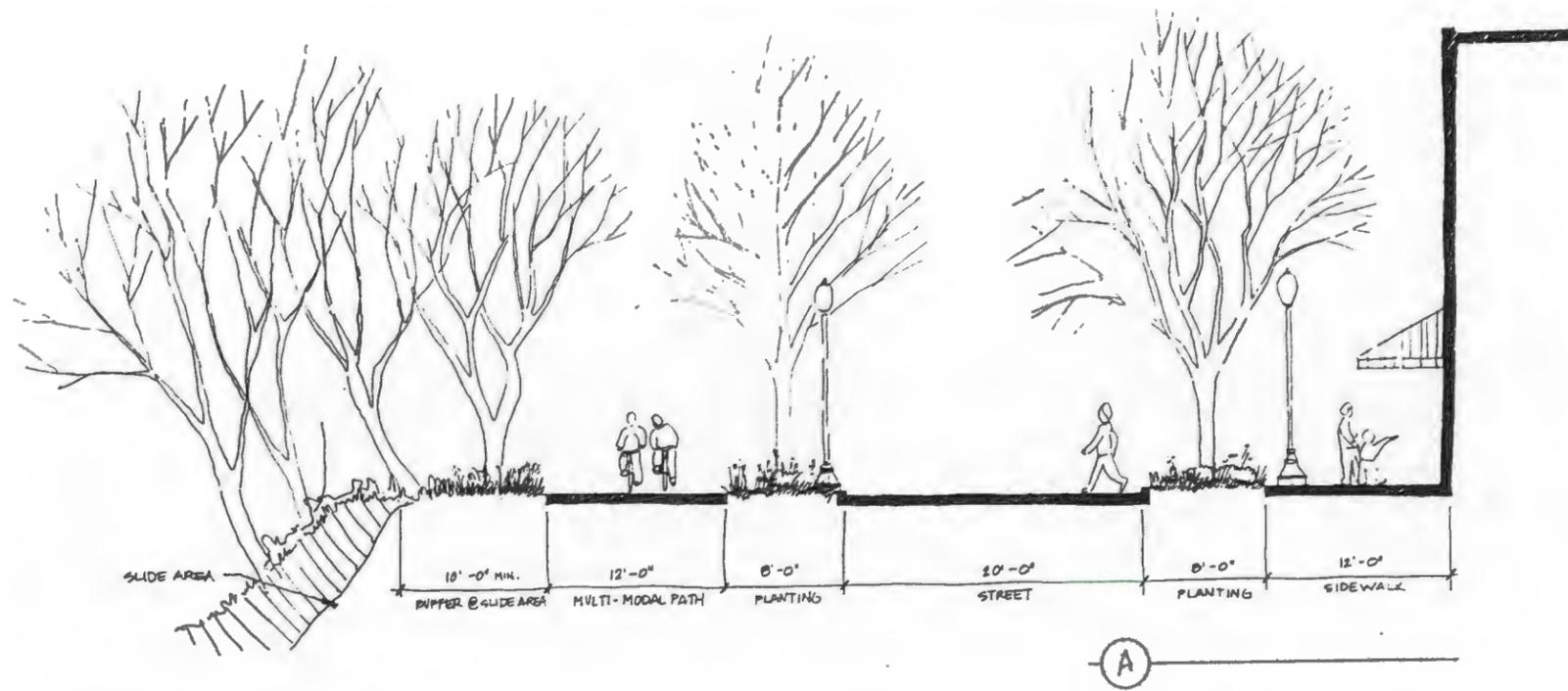
Corvallis Riverfront Commemorative Park
 MONROE / MADISON





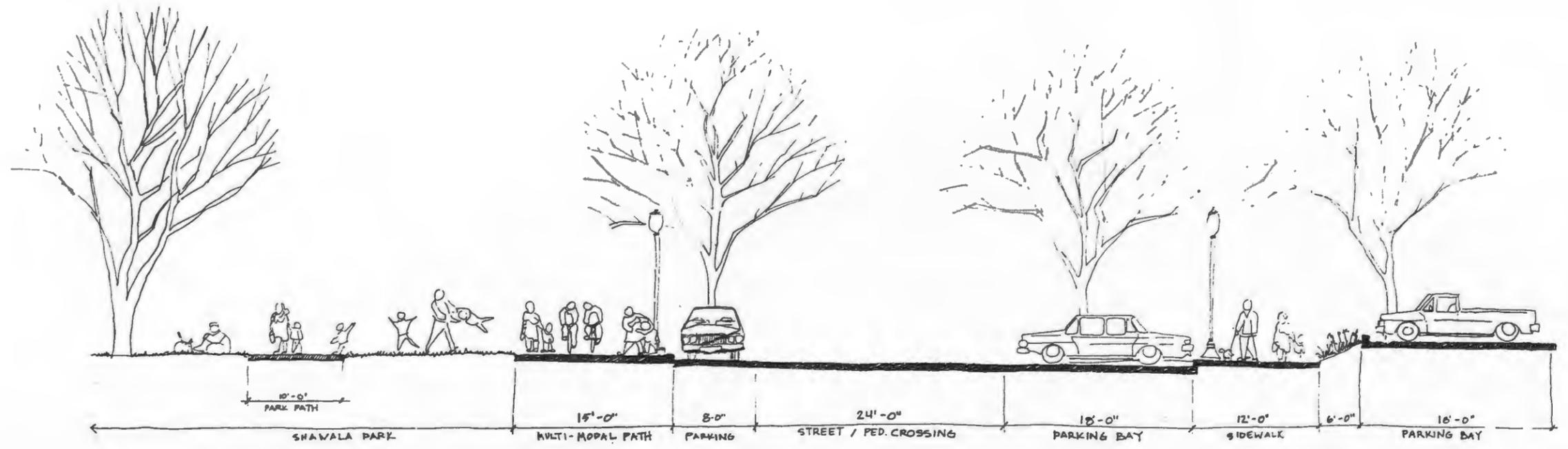
Corvallis Riverfront Commemorative Park
WASHINGTON / WESTERN



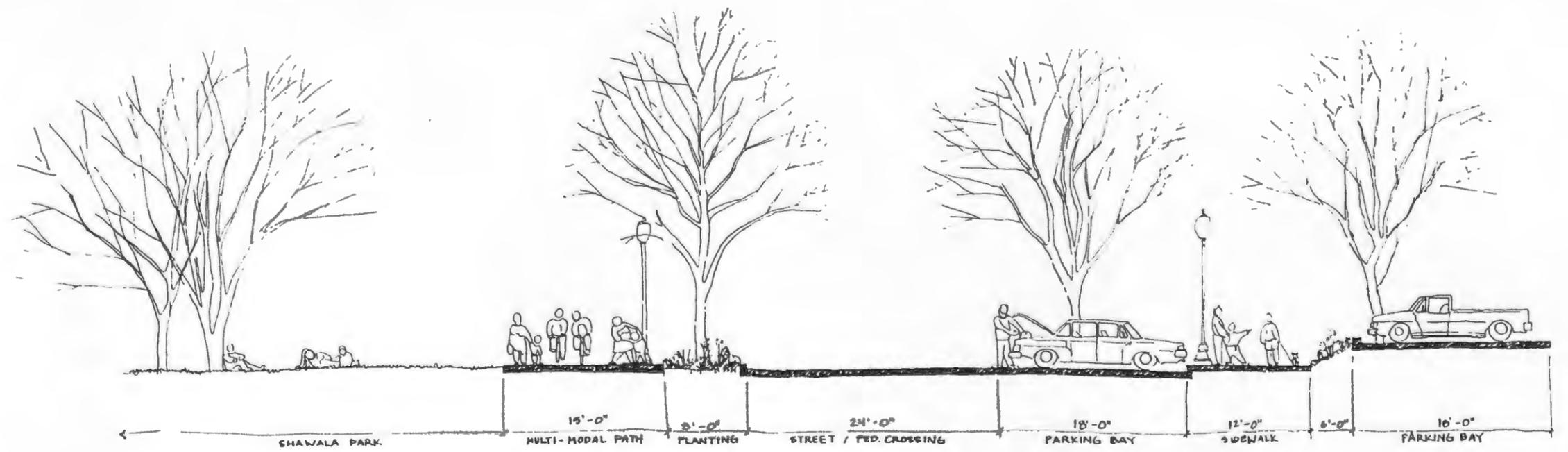


Corvallis Riverfront Commemorative Park
 WASHINGTON / "B" STREET ALTERNATE





B "B" STREET / FIRST STREET SECTION



C "B" STREET / FIRST STREET SECTION

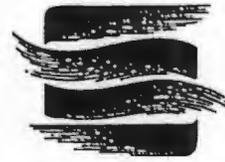
Corvallis Riverfront Commemorative Park
 WASHINGTON / "B" STREET

ALTERNATE





Memo: Observations on Proposed Master Plan
(SRI/SHAPIRO/AGCO, Inc.)



SRI/SHAPIRO/AGCO
INCORPORATED

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Project Memorandum

Date: January 27, 1997
To: Steven Koch
Murase Associates
1300 N.W. Northrup Street
Portland, Oregon 97209
Phone: 503 242-1477
Fax: 503 295-0942
From: Lee Leighton, AICP ^{LR}
Dennis Egner, AICP ^{DE}
Project: Corvallis Riverfront Commemorative Park and Riverfront District
Master Plan
Project #: 7961038
Subject: Observations on Proposed Master Plan

SCOPE OF WORK

This memorandum contains observations based on our visits to Corvallis, discussions with staff and project consultants, and review of the following resource documents:

The Downtown Riverfront	September 20, 1996
First Street Schematic Design Proposal	July 9, 1996
Article IV, Development Standards	
Riverfront Commission Worksession - Part I	July 11, 1996
Riverfront Enhancement Task Force Report	June 6, 1994
Riverfront Goals	1992-1995
Report on First Street Proposal	May 9, 1996
The Riverfront District	June 25, 1996
Riverfront District Parking Information	September 6, 1996
Riverfront Commemorative Park Schematic Plan	December 5, 1996

We reviewed documents in November 1996 to identify areas of conflict and concurrence with the Riverfront Commission's First Street Schematic Design Proposal dated July 9, 1996. More recently, we received an update covering the Schematic Plan dated December 5, 1996. We offer the following comments on selected elements of the documents and plans based on evaluation against current planning practice and experience.

The documents cover a broad array of issues relating to the use and design of the Riverfront area and First Street, including:

- safety and security;
- the Riverfront District's potential role as a community gathering place with residential and commercial uses, recreational activities, and festivals;
- maintaining a natural, vegetated riverbank;
- accommodating the parking needs of Corvallis's downtown as well as the Riverfront District;
- providing adequate access for pedestrians, cyclists, autos, and transit; and
- strengthening connections between the downtown and parks surrounding the Riverfront District.

It is clear that the Corvallis community has invested substantial work in carrying the project to this point and has examined these issues in detail. Our comments are offered to help citizens, staff, and designers refine a plan for realizing the Riverfront District's potential.

PUBLIC INVOLVEMENT PROCESS, ISSUES IDENTIFICATION, AND PROBLEM SCOPE

The Corvallis Downtown Riverfront project has been a highly visible, open process and has been successful at bringing a broad spectrum of competing values and specific concerns to the forefront for community discussion. It does not appear that any stakeholder groups have been overlooked or suppressed. Although progress may have seemed frustratingly slow and halting, it appears that the resulting plans are more balanced and realistic as a result of the emphasis on an open, comprehensive process. The Corvallis community's effort to explore the complex opportunity presented by the Riverfront District is commendable.

BALANCING OF CONFLICTING DEMANDS AND RIVERFRONT FEATURES

A number of *competing values* have been identified:

- urban uses vs. a natural river greenway;
- the concept of the Riverfront as the integrating environment between the downtown and the parks along the river edge, being transformed in the process;
- the river edge's present role as downtown employees' parking lot and its potential future as a mixed-use redevelopment area, which would cause a change in the current parking patterns;
- the balancing of accessibility for diverse user groups (for example, downtown employees who park in the district, recreational users, individuals of different age groups, and persons with mobility limitations); and
- the differing demands of a variety of travel methods, both functional and recreational, that visitors to the Riverfront will use (such as walking, skating, bicycling, transit, and driving).

None of these lends itself to simple or formulaic resolution, and the community's effort to address them openly - with the benefit of an expanding urban design vocabulary - holds the most promise for success.

Contrasting physical features may be perceived by some individuals as incompatible, notably urban forms including three- to four-story buildings not far from the natural edge of the Willamette River greenway. On the other hand, these contrasts can produce a rich urban environment with impacts on the greenway that will not be severe. Continuing citizen involvement in exploring desirable design strategies and regulations will remain important.

A wide range of *land uses and activities* has been identified for the Riverfront District. Proposed uses include:

- retail;
- offices;
- restaurants with outdoor dining;
- entertainment;
- residential;
- recreation for a range of age groups and capacities; and
- flexible use of public spaces, including streets, for the traditional Saturday Farmer's Market, festivals, and other special occasions.

Attracting diverse groups of people inevitably produces points of conflict. For example, pedestrians, joggers, dog runners, cyclists, skaters and skateboarders tend to have different demographic profiles, interests, values and, importantly, perceptions about how public space should be used. Regulating conduct in public spaces can be divisive. The

community may wish to make it an objective to design the Riverfront District to accommodate different ages and social groups and their desired activities, by bringing them together in ways that reduce or minimize points of conflict or competition. For example, Michael's Landing and Shawala Park may offer opportunity sites for skateboarding and other activities, making them interesting attractions for both users and spectators. This may relieve conflicts that might otherwise occur within the linear park.

Portions of the Riverfront District have important *meaning and symbolic value* to particular individuals and groups, taking on an importance that surpasses its utilitarian functions. It may not be an exaggeration to suggest that for some, this reverential relationship may approach that of sacred land. The community may wish to make it an objective to achieve the transformation of the river edge without neglecting important symbolic relationships, through monuments or other forms of recognition, unique spaces with particular symbolic content and meaning, or other design strategies and elements.

OBSERVATIONS ON THE FIRST STREET SCHEMATIC DESIGN PROPOSAL, JULY 9, 1996

Responding to the many desires for the social and activity functions of First Street, as well as its spatial limitations, is a formidable challenge. Enabling pedestrians, cyclists, autos, and transit to mix satisfactorily demands attention to traffic-calming design strategies. Creating flexible and lively pedestrian spaces requires attention to sidewalks and plazas, and their relationships to streets, buildings, and monuments. The First Street Schematic proposal of July 9, 1997, sought to create visual interest and calm traffic speeds using curving roadway sections; however, we believe the curving alignments could fail to achieve the desired results for a number of reasons:

1. The curving roadway produces awkward intersection alignments and, at some locations, abrupt narrowing of travel lanes that may be confusing to drivers and hazardous as a result. At Van Buren Avenue in particular, the proposed alignment resulted in vehicles entering the intersection from the north and south facing each other head-on.
2. The street's broadly curving form would likely be much less apparent to motorists than it appears on plan maps because cars parked in angled spaces tend to produce a highly irregular edge adjacent to travel lanes.
3. It is noted in the Commission's materials that different parking alignments each have corresponding hazards. For example, backing movements from perpendicular and angled parking encounter visibility limitations that can create hazards for bicyclists, pedestrians, and motorists; with parallel parking, sudden opening of doors can be especially hazardous to bicyclists. These problems would be compounded by the approach of vehicles on curved paths. In general, there is a need for traffic-calming

measures that consistently reinforce awareness of the many users of the Riverfront District.

4. The apparent retention of existing driveways and realignment of parking space striping to accommodate them (such as those between Jackson and Van Buren) results in an inconsistent pattern along some blocks. Wherever possible, providing parking lot access via the alley or east-west streets, rather than from First Street, will contribute to First Street's visual cohesion, as well as promoting pedestrian safety by reducing vehicle crossings of the sidewalk. For each block, the use of a single type of parking alignment will help to produce a consistent appearance.
5. The curving roadway alignment encroaches into park space and adds sidewalk width at mid-block locations. However, the resulting sidewalk spaces will not be large enough to serve as plazas, resulting in ambiguous spaces whose function, scale, and relationship to adjacent buildings may be unclear.

OBSERVATIONS ON THE FIRST STREET SCHEMATIC DESIGN PROPOSAL, DECEMBER 5, 1996

The December 5 Schematic Plan envisions development of First Street as a more linear street with a variety of measures that enhance pedestrian safety and reduce vehicle speeds. Typical examples include special pavement treatment at intersections and crosswalks, giving drivers visual cues to slow down, and creating "bulbs" at intersection corners to reduce crossing distances for pedestrians.

This Schematic Plan and design alternatives for the south end of the project area appear to have responded to a number of issues raised by the Corvallis community, in particular:

- conscious attention to identifying locations suitable for placement of monuments;
- minimizing the visual dominance of automobiles;
- maintaining a quieter, calmer environment in the block between Washington Avenue and Western Boulevard, while allowing vehicular circulation to occur; and
- integrating treatment of the gateways into the Riverfront District at the north and south, as well as in the treatment of the streets intersecting First Street.

The Riverfront Commission's First Street Design Committee Report correctly observed that the presence of the street adds life to public spaces, and activity occurs where pedestrians and autos meet. At the south end of the Riverfront District, First Street is proposed to extend south of Washington Avenue and connect with B Street. This proposed connection is needed to help integrate the southernmost part of the Riverfront District. The streetscape of the curving connection should be designed to create a parkway-like appearance, calling attention to the formal arrival at (or departure from) the Riverfront District. The alternative design treatment of this sub-area is preferable with

respect to both producing better view access to the Willamette River at that location and accommodating parking.

The awkward intersection alignments that occurred at both Adams and Jefferson have been resolved in the December 5 Schematic Plan by shifting the parallel parking in the block between them to the western side of the street. Note that parallel parking on the western side of First Street will better shelter pedestrians visiting storefront businesses from moving vehicles, and motorists traveling north will enjoy a view of the river unobstructed by parked cars in that block.

PARKING

The need for "safe, adequate and convenient" parking is noted in the city's planning efforts, and is critical for a successful redevelopment plan. Key determinants of whether employee parking lots will be accepted and used include:

- personal and property safety/security issues;
- walking distances to work sites; and
- the quality of the pedestrian environment between parking areas and work sites.

For these reasons, the physical design of the parking areas and the walking routes that will be used by people who park there is very important. Lighting, landscaping, public visibility and surveillance, and other "defensible space" concepts will need to be incorporated in design efforts.

The December 5 Schematic Plan seeks to optimize the relationship between providing sufficient auto parking and conserving park space along the River. To accommodate downtown employees' parking needs, perpendicular on-street parking is proposed at the north. At the south, parking is provided on-street along Second Street and in a parking lot at the curve between First and B Streets. This parking will be an important element of the complete package needed to make the Riverfront District accessible and convenient. The proposed parking lot at the south end of the district may also provide an opportunity site for a parking structure in the future.

The idea of keeping visitor parking spaces closest to the office, retail, and restaurant uses that depend on them raises significant management issues for employee parking. There is a real need to manage parking so that retail customers visiting the area do not have to compete with downtown employees for parking spaces at the most convenient locations.

SHARED PARKING ASSUMPTIONS

The downtown land use mix, including the anticipated new development in the Riverfront District, needs to be shaped by policies designed to yield strong combinations of nearby complementary uses; these, in turn, yield high shared parking opportunities. These

policies must also recognize that it will take time to reach a "critical mass" point where substantial reductions in calculated parking demand are realistic. In the meantime, the businesses taking on the risks of opening in the new area will depend on sufficient parking availability. Artificially constraining parking supply before the district is ready for that change has the potential to frustrate the effort to make the district successful.

It is important to address this timing issue by maintaining parking sufficiency during the intervening period before "critical mass" for the parking demand reductions assumed by the Task Force and the Riverfront Commission is reached. To do so, we suggest the community compare the parking demand patterns created by existing businesses (and other activities) in the downtown area against available parking locations. This information can be used to identify the specific places where demand and supply do not balance, based on typical distances people are willing to walk between parking and destination sites. For employees, this distance is farther than for customers, who may take their business elsewhere if unable to park within sight of their destination.

Similarly, a forward-looking scenario can be produced based on assumptions about potential development. Such analysis will aid the city in identifying and promoting the types of business opportunities that will emerge over time in different sub-areas, and will encourage a realistic assessment of proposed employee parking locations. It may be valuable to characterize phased strategies for achieving parking demand reductions in stages as redevelopment occurs.

Funding for capital construction and maintenance of lots will be an issue, especially if structures are to be considered. Systems development charges for public parking lots can be a realistic strategy if the fees are comparable to the land and development costs for on-site parking construction. Land use regulations that allow a private sector market to provide parking should be considered.

Issues related to providing public subsidies to Riverfront District developers need to be assessed against the potential loss of downtown vitality and convenience for the office workers who already form a potential captive market in the downtown area.

ON-STREET PARKING

Visibility limitations and safety issues related to automobile parking, especially for bicyclists, are noted in the materials. Perpendicular parking yields more spaces and may be safer than angle parking because left turn movements into parking spaces are possible and drivers tend to slow down, calming traffic. However, perpendicular parking is not without hazards: some movements, such as backing of large cars, will cross the centerline; drivers making backing movements may be unable to see approaching traffic because adjacent parked vehicles block their views. In general, the streetscape design needs to emphasize the presence of pedestrians and bicyclists, and encourage drivers to slow down and remain alert.

Wherever possible, the plan should avoid locating travel lanes adjacent to sidewalks. Where parking will be available only on one side of First Street, it is advantageous to locate it on the commercial (west) side, where it will provide the most protection for pedestrians on the storefront sidewalks. This method of locating parking protects people whose awareness of traffic safety may be distracted by commercial displays or sidewalk gatherings, while affording unobstructed views east into the Willamette River corridor.

SUMMARY AND CONCLUSIONS

Our review indicates the December 5 Schematic Plan synthesizes and responds to community issues, including:

- design for pedestrian comfort and safety;
- providing adequate parking and, over time, reducing demand for parking;
- creating or improving connections to the downtown and adjoining parks;
- the First Street/Riverfront District's relationship with the Central Business District of Corvallis, and how to create a community gathering place;
- transportation and access needs for diverse groups;
- design treatment for the natural riparian corridor and park greenway along the Willamette River; and
- recognition of the symbolic importance of some features and sub-areas within the district.

We do, however, recommend that the community revisit, or explore further, the provision of sufficient parking to meet demand during the period prior to the achievement of a high shared parking ratio in Downtown Corvallis and the Riverfront District. A phased approach to reducing parking in the downtown area, and strategies promoting private-sector parking provision during the transition period, should be explored. Insufficient parking will constrain the ability of new retail, restaurant, and office businesses to become established successfully in the Riverfront District.



Firm Descriptions and Resumes



FIRM DESCRIPTION

MURASE ASSOCIATES, INC.

Murase Associates is a landscape architecture, urban design, and planning firm with offices in Portland, Oregon and Seattle, Washington. The firm's practice is rich and varied - examples of planning design projects can be found in various parts of the United States, Japan, and the Caribbean.

Murase Associates, a minority-owned firm, was established in 1982 and currently employs a staff of 26 professionals. The firm's key personnel possess from 11 to 30 years of experience and have consistently worked successfully on multi-disciplinary teams with facility planners, architects, engineers, and developers. The firm is capable of providing all necessary construction documents on AutoCadd Release 12 and Landcadd.

Murase Associates brings to a project considerations of place and the ability to build with elegance, a process which has earned the firm multiple national design awards, including the American Society of Landscape Architects Honor and Merit Awards for various projects. Above and beyond typical urban landscapes, Murase associates has gained an expertise in the design of special human places which give life to street and plaza spaces. The sun, plant life, water, sound, and the people are all an integral part of our design process.

Some of the firm's relevant project experience includes: Wilsonville Town Center Park, Wilsonville, OR; Esther Short Park, Vancouver, WA; Corvallis Waterfront Master Plan, Corvallis, OR; Cook Park Expansion Master Plan, Tigard, OR; Astoria Conference Center and Hotel Master Plan, Astoria, OR; Astoria Waterfront Study, Astoria, OR; Oregon Convention Center, Portland, OR; Kannabe Resort Hotel, Hidaka Hyogo, Japan; Ski Bluewood Resort, Dayton, WA; Crater Lake Hotel/Interpretive Center, OR; Green Center, Aichi Prefecture, Japan; River District Waterfront Urban Design, Portland, OR; Port of Seattle Central Waterfront Design Guidelines, Seattle, WA; Port of Seattle Headquarters at Pier 69, Seattle, WA; Ashwood Plaza, Bellevue, WA; and Ankeny Plaza, Portland, OR.



RESUME

MURASE ASSOCIATES, INC.

■ ROBERT MURASE, FASLA, principal of Murase Associates, has over 30 years of experience in landscape architectural planning and design in the United States, Japan, and the Pacific Basin. His work has been published by *Landscape Architecture*, *Garden Design*, *Ville Giardini*, *Japan Architecture*, *Northwest Magazine*, *Building Stone Magazine*, *GA Homes*, and *Arcadé*. His projects have been recognized in the following books: The Naturally Elegant Home by Janet Marinelli; Designing the New Landscape, by Sutherland Lyle; Northwest Homes by Humphrey, Albert, Jensen; Touching the Stones, edited by Mark Sherman; Urban Landscapes; and Urban Waterfront. His works include urban design projects, recreation master planning, landscape planning, and detailed designs for a variety of project types and scale. An internationally recognized landscape architect, Mr. Murase has consistently achieved a standard of design excellence and visual beauty for which he has been awarded national design awards from the American Society of Landscape Architects and other institutions.

Mr. Murase's achievements in pedestrian and urban design are exemplified by his work on the following projects: South Waterfront Pedestrian Connection, Portland, OR; River District North Waterfront Urban Design Plan, Portland, OR; River District North Right-of-Way Study, Portland, OR; Ankeny Plaza, Portland, OR; Oregon Convention Center, Portland, OR; Seattle Symphony Hall and Veterans Memorial, Seattle, WA; Oregon Museum of Science and Industry, Portland, OR; Astoria Conference Center and Hotel, Astoria, OR; Seattle Center Coliseum Renovation, Seattle, WA; Crater Lake Hotel/Interpretive Center, OR; Central Waterfront Project, Seattle, WA; Port of Seattle Headquarters, Pier 69, Seattle, WA; and the Japanese American Historical Plaza, Portland, OR.

■ *Education:*

University of California, Berkeley, Bachelor of Landscape Architecture, 1963.

Registration:

Oregon 1983, Washington 1984

Professional Activities:

Jury Chair, Excellence on the Waterfront Design Competition, The Waterfront Center, Washington, DC, 1995; Committee Member, ASLA National Convention, Cleveland, Ohio, 1995; Speaker, Rhododendron Conference, 1995; Named Fellow, American Society of Landscape Architecture, 1994; Speaker, University of British Columbia, 1994; Speaker, University of Portland, 1994; Speaker, Niigata Waterfront Symposium, 1993; Speaker, Chicago Botanic Garden Symposium, 1992; Awards Jury, Yokohama Waterfront Master Plan Competition, 1992; Board Member, Architectural Foundation of Oregon, 1992; National Awards Committee, American Society of Landscape Architects, 1992; Featured Lecturer, Design Series, Smithsonian Institute, 1991; Special Lecturer, University of Virginia, 1991; Board of Directors/Design Chair, Oregon Nikkei Endowment, 1989-present; Selection Committee, Oregon Arts Commission, 1991; Design Forum, New York Botanical Garden, 1990; Lecturer, Harvard University, 1990; Lecturer, National Wildlife Federation, VA, 1990; Special Speaker, 80th Anniversary of Seattle Arboretum, 1990; Lecturer, University of Portland, 1990; Lecturer, University of Oregon Fine Arts Department, 1990; Lecturer, Oregon School of Design, 1989; Design Jury, Bumbershoot Festival, 1988; Design Jury, Artquake, 1987; Visiting Lecturer, University of Washington, Dept. of Landscape Architecture, 1987; Lecturer, Oregon School of Design, 1987; Board Member, Contemporary Crafts Gallery, 1987; Board Member, Columbia Mokyukai, 1987.



STEVEN KOCH, Landscape Architect
MURASE ASSOCIATES, INC.

Education

Master of Landscape Architecture, University of Pennsylvania, 1990
Bachelor of Landscape Architecture, University of Oregon, 1987

Registration

Oregon, 1994
California, 1994

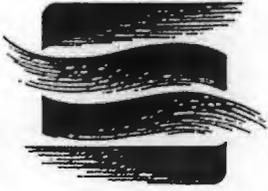
Background

Steven Koch is a Murase Associates project manager who offers extensive experience in landscape design and urban planning, as well as a background which emphasizes community participation. Previously he worked for five years with Lawrence Halprin, a founder and leader in community participation, urban design and landscape architecture. Mr. Koch's public workshop and involvement experience is extensive: Laguna Coast Wilderness Park, Sea Ranch Community Growth Re-Vision Project, Irvine Gardens Environmental Learning Center, City of Toledo Downtown Revitalization Plan, and the Corvallis Waterfront Master Plan. Integral to these and other projects are alternative environmental technologies for storm and waste water management as related to commercial and residential development.

Mr. Koch's planning efforts provide innovative visions that are a synthesis of community desires. His landscape design work focuses and refines planning studies by providing designs of individual and community experiences that engage and integrate the natural with the urban context.

Selected Projects

- **Esther Short Park, Vancouver, WA** - Defining a master plan for the renovation of a historic park that serves as a link between Vancouver's downtown and the Columbia River.
- **Wilsonville Town Center Park, Wilsonville, OR** - Conducting public involvement workshops to formulate a master plan for the park at the town's center.
- **Corvallis Waterfront Master Plan, Corvallis, OR** - Refining urban design concepts of several independent parties into a cohesive land use and improvement plan in balance with combined sewer overflow management work along the site.
- **Toledo Downtown Revitalization Plan, Toledo, OR** - Working with Toledo officials to revitalize downtown Toledo, to promote economic viability, and to encourage pedestrian activity.
- **Cook Park Expansion Master Plan, Tigard, OR** - Working with a stakeholder task force and the public to master plan this 47-acre expansion featuring sports fields, parking, circulation, playgrounds, wetland mitigation, and a water feature.
- **Laguna Coast Wilderness Park, Orange County, CA** - Developing a master plan for this 10,000-acre regional park featuring a variety of natural and recreational amenities, including nature interpretive walks, mountain biking, and horseback riding.
- **Valensin Ranch, San Joaquin Valley, CA** - Master planning this 4,500-acre site harboring extensive wetlands, vernal pools, related ecosystems, and the endangered Valley Oak species; working extensively with stakeholders and interest groups to distill and resolve their concerns.
- **Irvine Gardens Environmental Learning Center, Irvine, CA** - Designing a demonstration garden that explains the technical side of integrated environmental stewardship on a 40-acre site bordering extensive wetlands and waste water treatment facilities.



SHAPIRO – Firm Description

The consulting firms of SRI/SHAPIRO, Inc. and A.G. Crook Company recently merged to form SRI/SHAPIRO/AGCO, Inc. (SHAPIRO), a wholly-owned subsidiary of Shapiro and Associates, Inc. This merger enhances SHAPIRO's capabilities in hydrology, watershed analysis, forestry, range management, natural resources training, wetlands, wildlife, water quality analysis, land use planning, permitting, and environmental documentation.

SHAPIRO is a consulting firm of scientists and planners, offering a full complement of environmental analysis and planning services to both public and private clients. We have more than 70 staff in offices in Portland, Seattle, Eugene, and Boise. Founded in 1974, the corporation has established a reputation for quality work for clients throughout the western United States. A certified women's business enterprise/disadvantaged business enterprise (WBE/DBE), SHAPIRO is dedicated to producing objective, comprehensive, timely, and cost-effective environmental documents.

SHAPIRO's work is concentrated in several interrelated areas. While some of the firm's projects have a single area of concentration within the firm, most of our projects require a wide range of staff and analytical capabilities. The complementary abilities of technical staff coupled with the firm's interdisciplinary approach allow SHAPIRO to thoroughly analyze the human, natural, and regulatory environments to ensure that issues of concern are comprehensively addressed. SHAPIRO's experience with an array of projects and land use proposals enables us to balance protection of the environment with an understanding of the practical constraints on management and design.

SHAPIRO offers expertise in:

- Environmental Documentation (NEPA, SEPA)
- Regulatory Analysis and Permitting
- Environmental Strategy Development
- Land Use and Growth Management
- Development Feasibility
- Site Planning and Design
- Asbestos and Lead Investigation and Training
- Air and Noise Evaluation
- Cultural/Historic Resources
- Pollution Prevention Assessment
- Transportation and Intermodal Evaluation
- Public Involvement
- Natural Resources Training
- Landscape Architecture
- Watershed Management
- Water Resources/Hydrology
- Water Quality Monitoring and Modeling
- Stormwater Drainage Design
- Sensitive Areas Assessment and Mitigation
- Wetland Delineation and Inventory
- Habitat Enhancement, Restoration, and Creation
- Fisheries and Aquatic Resources
- Wildlife
- Forestry
- Expert Witness Testimony



Dennis Egner, AICP

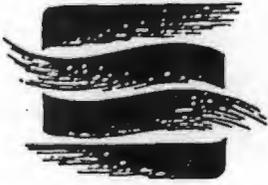
Mr. Egner, Planning Manager at SRI/SHAPIRO, has more than 16 years of experience in land use and environmental planning, citizen involvement, comprehensive planning, and community development. Prior to joining SRI/SHAPIRO, Mr. Egner was the planning director for the City of Newberg and also has worked for other jurisdictions in a planning capacity. He has managed periodic review/plan updates for six Oregon cities and has extensive knowledge of Oregon Statewide Planning Goals and administrative rules. He currently is a member of the Oregon APA Board and serves as the chapter's Professional Development Officer.

Education

M.U.P. Urban Planning, University of Oregon
B.E.D. Environmental Design, University of Colorado

Selected Experience

- **Comprehensive Planning and Community Development.** Mr. Egner conducted site analysis, feasibility studies, and permit applications for commercial and residential development projects; served as project manager for the creation of an Urban Reserve Area for the Newberg Area; prepared Periodic Review/Plan Updates requiring extensive knowledge of Statewide Planning Goals for Brookings, Dundee, Oregon City, Newberg, Sheridan, and Woodburn, Oregon; preparation of a neighborhood plan in Larimer County, Colorado; Urban Renewal Plans for Milwaukie and Lebanon, Oregon; author of economic development studies for Sheridan, McMinnville, Oregon City and Lane County, Oregon; design review studies for Gresham and Oregon City, Oregon.
- **Transportation and Growth Management Projects.** Mr. Egner was selected to lead a team of planners in preparation of various infill and redevelopment studies under the State of Oregon's Transportation and Growth Management Program. In the City of the Dalles, SRI/SHAPIRO developed strategies for commercial and residential infill development. In Gresham, the team developed new plan concepts for pedestrian and transit oriented development and redevelopment. Strategies for residential infill development were examined in Beaverton. Commercial neighborhood development on new and redeveloped sites were the focus of the team's work in Washington County. In addition to these projects, SRI/SHAPIRO provided support planning services for infill and redevelopment projects in Ashland, Jacksonville, and the Hollywood neighborhood in Portland.
- **Citizen Involvement.** Mr. Egner was project coordinator for a multi-jurisdictional strategic planning vision for the Chehalem Valley; managed citizen involvement on a State Parks sponsored beach access plan for the Oregon coast; restructured the citizen involvement process and created a planning newsletter for Newberg citizens. Mr. Egner has coordinated citizen committees for a variety of projects.
- **Land Use and Environmental Planning.** Mr. Egner prepared land use ordinance amendments and a Goal 5 ESEE analysis for open space protection in Newberg; prepared a Goal 5 ESEE analysis for Edgefield Manor in Troutdale; prepared Goal 5 ESEE analyses and historic preservation ordinance amendments in Newberg and Oregon City; completed the environmental inventory and analysis for LCDC acknowledgment of the McMinnville Comprehensive Plan; managed a 150-acre Specific Development Plan Project which incorporated neotraditional design concepts and protected environmentally sensitive areas; served as a member of the State Technical Advisory Committee for preparation of a reconnaissance study for a freeway bypass of Newberg and Dundee; coordinated land use ordinance amendments for the Newberg Transportation System Plan and its compliance of State Planning Goals 12 and 5.



Lee Leighton, AICP

Mr. Leighton, Senior Planner at SRI/SHAPIRO/AGCO, has more than 6 years of experience in planning and project management at the local government level in Oregon. Prior to joining SRI/SHAPIRO/AGCO, Mr. Leighton worked in the Planning Department of the City of Tualatin, and later in the Economic Development Department. He performed staff reviews and public hearing presentations for Conditional Use Permits, Variances, Architectural Reviews, Plan Amendments, and other land use applications; prepared analyses and amendments for the city's Periodic Review process; prepared intergovernmental agreements; and responded to inquiries from citizens, developers, and staff of other governmental agencies. As the Economic Development Program Coordinator, Mr. Leighton managed projects requiring coordination of multiple disciplines, departments, and agencies, working closely with developers, engineers, architects, landscape architects, and regulatory agency staff. He also served as the city's alternate representative on the Washington County Community Development Block Grant (CDBG) Policy Advisory Board. Mr. Leighton currently serves on the Professional Development Committee of the Oregon American Planning Association (APA).

Education

M.C.R.P. Community and Regional Planning, University of Nebraska -Lincoln
B.A. Political Science, Whittier College

Selected Experience

- **Zian Master Plan of Infrastructure Improvements.** Mr. Leighton coordinated a multi-departmental effort in which the developer of a 135-acre property zoned for mixed-use development was required to develop a phasing plan for the site's overall infrastructure development. Protection of the Hedges Creek wetlands, flowing west-to-east through the middle of the property, was a major issue involving state and federal resource agencies, as well as advocacy groups such as the Wetlands Conservancy and Audubon Society of Portland. Infrastructure elements covered in the Master Plan included new roads and pedestrian linkages; intersections and railroad crossings requiring ODOT and PUC permits; and water, sewer, and storm drainage facilities. Implementation of the infrastructure phasing plan has provided a high degree of process certainty for the subsequent development of component sites.
- **Advocate for Developer Interests in Land Use Review Process.** As Economic Development Program Coordinator for the City of Tualatin, Mr. Leighton monitored the development review process and intervened in situations where unreasonable or excessive demands were being placed on a developer or property owner, or where conflicting process demands needed to be resolved to allow a developer to make progress. Mr. Leighton's creative, problem-solving approach involved working closely with project designers as well as with staff of the City's Planning, Engineering, Legal, Parks and Recreation, Operations, and Building Departments.
- **Hazelbrook Middle School Conditional Use Permit.** Mr. Leighton performed the staff review for a proposed new middle school. Key issues included traffic impacts in the local neighborhood, bicycle and pedestrian access and movement conflicts with auto and school bus traffic. The project was approved and proceeded smoothly through Architectural Review, permitting, and construction.

