



CHARLESTON OREGON SOLUTIONS PROJECT TEAM MEETING NOTES

January 5, 2009

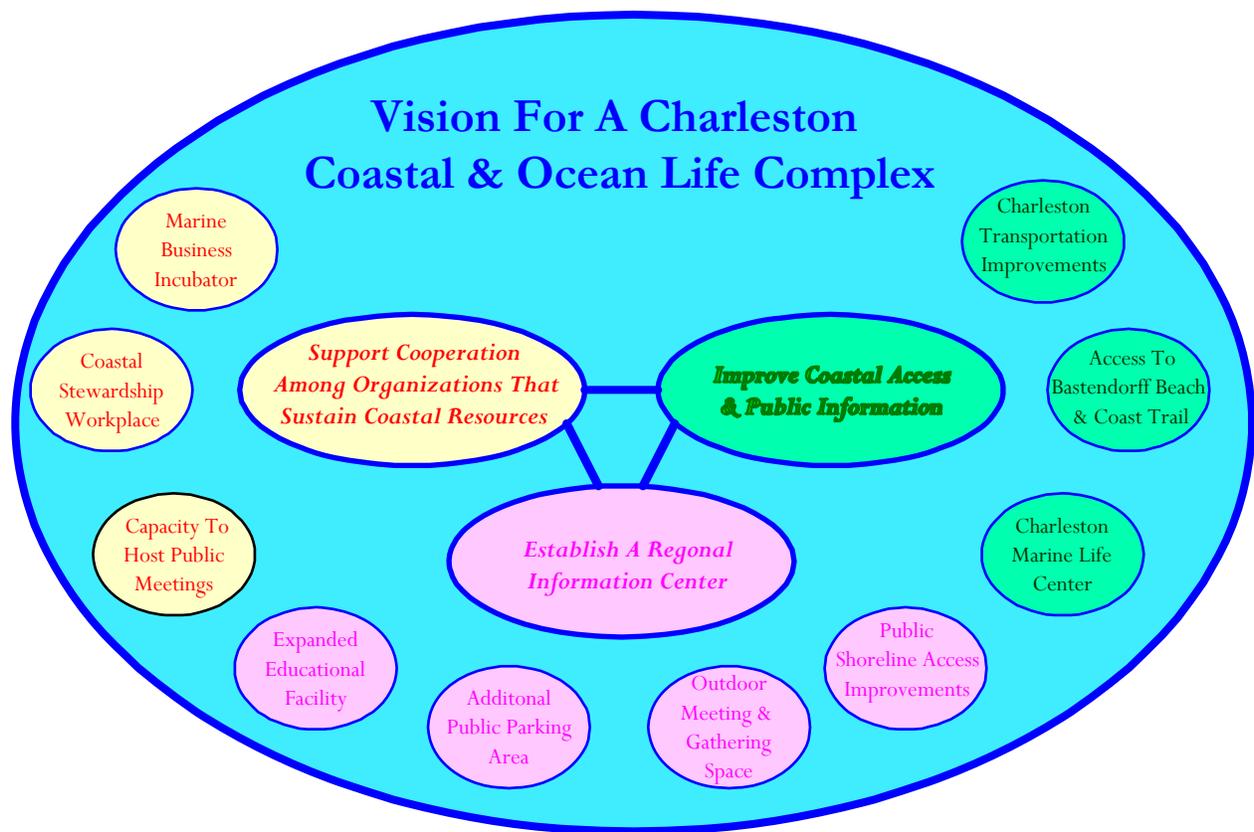
The Charleston Oregon Solutions Project Team met for the sixth time on January 5, 2009 in the OIMB Dining Hall from 1 p.m. to 4 p.m.

ATTENDEES:

Jeff Griffin, Governor's Office/ERT, Jon Souder, Coos Watershed Association, Michael Crow, Crow/Clay Associates, Fred Tepfer, U of O Campus Planning and Real Estate, Martina Oxoby, U of O Campus Planning and Real Estate, Steve Denney, ODF&W, Andy LaTomme, OPRD, Mike Graybill SSNERR, Dennis Turrowski, BLM, Anne Donnelly, Coos History & Maritime Museum, David Ford, Charleston Community Enhancement Corporation, Robin Elledge, SSNERR, Howard Crombie, Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians, Steve Jones, OIMB, Trish Mace, OIMB, Dave Wash BLM, Jamie Doyle, Sea Grant, Mike Gaul, Port of Coos Bay, Martin Callery, Port of Coos Bay, Ron Kreskey, Congressman DeFazio's Office, Don Gerhart, U of O Office of Research and Innovation, Craig Young, OIMB, Steve Bryant, Oregon Solutions, Sen. Joanne Verger (by conference phone), Representative Arnie Roblan (by conference phone)

Jeff Griffen called the meeting to order (Co-conveners Arnie Roblan and Joanne Verger were only available by conference phone for segments of the meeting) and attendees gave self-introductions.

Steve Bryant indicated that the full team last met on October 21, 2008 followed by a series of meetings of the Building Users Committee. Mike Graybill offered a summary of the activities of the Building Users Committee including contracting with the U of O Office of Campus Planning and Real Estate (Fred Tepfer and Martina Oxoby) to conduct preliminary site analysis and presentation of site development alternatives. Based on information produced by Fred and Martina along with the feedback of Building User Committee members, Mike initiated a draft revision to the project description and Declaration of Cooperation. Following further edits by Steve Bryant of Oregon Solutions, this draft was circulated by e-mail to the team members just prior to the meeting. This draft (v 5.0) deletes references to the three phases and describes the total and integrated objectives of the project. This re-characterization is illustrated in the report with the following color graphic:



Discussion followed about the three primary elements of the project (as shown above) along with the supporting activities under each element that are in various stages of planning and which will combine to complete the project build-out.

Mike Gaul asked about project phasing and whether the Coast Guard site was still being contemplated. The team generally accepted dropping the reference to phasing since the U of O's planning work demonstrated that nearly all of the project goals could be accomplished within the existing U of O property boundaries; however, the team also liked the idea of keeping Coast Guard acquisition as a long-term objective for expanding the regional information center component of the project vision.

Jeff Griffen announced that the ODOT Transportation Enhancement Grant project application for Charleston made the top tier cut for projects in Oregon and would likely be funded. The Port will provide matching funds and lead the project development to complete the improvements to Boat Basin Drive leading up to the Marine Life Center.

Craig Young summarized the status of the Marine Life Center project (formerly referred to as Phase 1). The project has grown to approximately 5,000 sq. ft. and will include salt water and

an office space for Oregon Sea Grant. Considerable funding has been raised from various organizations and the project is now within \$150,000 of being fully funded.

Fred Tepfer walked the team through five different scenarios for site development on each of two primary locations—the north end of the OIMB campus across from the proposed Marine Life Center, and utilizing the OIMB parking area and Power Squadron Building area across from the administration buildings. The north end site development options require the relocation of the OIMB cottages and graduate student housing, but it has the distinct advantage of having good water views and being located immediately across the road from the Marine Life Center and adjacent to the Coast Guard housing site and nearby Boathouse Auditorium. The Power Squadron site has the advantage of more immediate visibility from entrances to the Marina area along Boat Basin Drive and it provides more site development flexibility. In addition, development and/or parking in the area of the Power Squadron building would have the advantage of encouraging pedestrian movements within the larger marina area with immediate accessibility to other Charleston businesses. Another advantage to redevelopment of the Power Squadron site for parking or building is that the existing building is badly in need of repairs and the Power Squadron would benefit from new meeting and storage space that would be part of this project.

Options for relocating the student housing under the north campus development option include the bluff area above the main campus, in open areas behind the current main campus buildings, on private property that would need to be purchased adjacent to OIMB, or some combination of the above. Steve Denney indicated that ODF&W would be flexible in terms of locating storage space away from the main office building if necessary. Discussion followed about building orientation on the north end site with most members favoring a location closest to Boat Basin Drive and directly across from the proposed Marine Life Center. Parking would be located behind the office building in this scenario with additional parking likely needed in other locations. This location might also encourage incorporation of solar design features. An advantage to placing more public parking in the existing Power Squadron building area would be that it would encourage more pedestrian flow to other Charleston businesses within the Marina area. Fred Tepfer indicated that he intended to take a closer look at possible pedestrian and other design connections between the north end site and the bluff site that is immediately adjacent.

Craig Young summarized his vision for what the public areas might contain within the complex which would be adjacent to the public meeting rooms and include informational displays about area attractions and coastal environments. Steve Denney also mentioned information about both fresh and salt water marine life, recreational harvesting information, and pertinent regulations. These displays would be distinct from the Marine Life Center and would be in addition to the public meeting space areas. Trish Mace articulated the need for dedicated k-12 education space which the team agreed would be important. Both Mike Crow and Fred Tepfer indicated that the sites under consideration should be able to accommodate most, if not all, of these public space needs.

Following general discussion about the various site options Jeff Griffin asked if there was a consensus direction for final conceptual design work. The team members agreed that the north campus site alternative should be pursued with consideration given to the comments about building orientation toward the street with examination of parking and storage options in other locations such as the Power Squadron site.

Discussion next turned to possible connections between the project and expansion plans for the Oregon Coast Trail system on nearby properties managed by BLM, Oregon Parks and Recreation Department, the Confederated Tribes, and the University of Oregon. Andy LaTomme suggested a meeting between the respective agencies and that plans be forwarded to the larger group for comments and further actions. Dave Walsh said that he was optimistic that the trail development would take place. Howard Crombie suggested that the tribes were also interested in this project and that it would be important to locate the trail with sensitivity to the tribes development plans on Coos Head. Team members expressed support and encouragement for making trail connections between Charleston and the parks and other destination along Cape Arago Highway. This trail development would have further benefits to the Charleston business community and the Coastal and Ocean Center would serve as a logical waypoint (rather than a trailhead) for the trail system.

Mike Graybill summarized the discussion as developing a place for “kids, community and tourism” with a small ‘t’ in tourism to begin with followed by an effort to expand onto the Coast Guard property to get the wow factor into the tourism piece making it a big “T” in the equation.

Joanne Verger encouraged the team to put as much effort as we can into this project to maximize the use of the OIMB site while keeping an eye on the Coast Guard site for long term development needs.

Mike Gaul reminded the group of the need to involve the Charleston community in any discussions involving the Coast Guard due to the public’s support of the Coast Guard and its mission in the area. They will want to make sure that the Coast Guard’s interests are being protected.

Steve Bryant outlined options for concluding or continuing Oregon Solutions involvement in the project. After a brief discussion, the consensus of the group was that a final Declaration of Cooperation could be prepared by the end of January which would outline team member responsibilities for moving the project into a final design and implementation phase. Adoption of the Declaration would signify the successful end of the Oregon Solutions process assuming the necessary commitments are obtained to keep the project moving toward completion. It was suggested that the next meeting be scheduled in Salem in late January to facilitate attendance by the project co-conveners and draw additional attention to the adoption of the Declaration of Cooperation. If additional involvement of Oregon Solutions is required to convene project team members beyond January supplemental funding may be required (following the meeting, both

the Port and ODF&W indicated possible financial support for continuation of Oregon Solutions involvement if determined necessary). Steve Bryant agreed to seek a final meeting date with the project co-conveners in Salem and to coordinate suggested edits on the final draft document. In addition, Steve will contact each stakeholder to seek approval of their commitments as part of the Declaration of Cooperation.

Following the full team meeting a project funding committee met and agreed to propose funding the initial U of O planning contract as follows:

\$7,000 ODF&W
\$7,000 SSNERR
\$3,000 U of O
\$1,000 Coos Watershed Association
Total--\$18,000

The final phase of site design with more detailed space allocations, cost estimates, conceptual floor plans, etc. is estimated to cost approximately \$6,000.

Steve Bryant will provide notice of the next meeting date.

Submitted,

Steve Bryant
Oregon Solutions