

# I-5: N. Ashland Interchange – Green Springs Project Aesthetics Advisory Committee (AAC)

## Meeting #4 Summary

February 25, 2009  
11:30 a.m. – 1:30 p.m.

### **Attending:**

**AAC** – Michael Dawkins, Jerome White, Jonathan Warren, Kate Jackson, Katharine Flanagan, Jennifer Longshore, John Rinaldi, Tom Giordano

**Project Team** – Alex Cousins, John Galbraith, Gary Leaming, Tim Fletcher

**City of Ashland** – Ann Seltzer, Maria Harris

### **Welcome and agenda review**

Alex welcomed everyone to the fourth meeting of the AAC. Today's meeting will give the committee a chance to review the displays that John Galbraith has developed in response to the group's input to date. The back of the agendas had a bulleted list of key discussion points that the AAC had generated so far. Alex recapped what the Project Team has heard:

#### **Outside of Superstructure:**

- Colored concrete that matches the natural surroundings
- Textured concrete surfaces on piers, abutments, and side of bridge (possible use of form liner or artwork)
- Native plantings
- Simple decorative fencing, possibly corten steel to match guardrails

#### **Bridge Deck:**

- Options to differentiate pedestrian pathway with bike lanes (tinted concrete?)
- Simple, decorative railing
- Patterns/words on the sidewalk
- Low-level lighting for the pedestrian path
- Pedestrian lighting that matches the roadway lighting and traffic lights
- Sculpture (pedestals) on each end of the bridge, possibly lighted
- Options for banners, mosaics, corten steel cutouts, other local artwork that represents the various themes that have been discussed (Shakespeare, Local Orchards/Agriculture, Local Architecture, Natural Environment, Tourism)

Alex noted that the Project Team recommends using corten steel in locations that won't be in contact with people. Corten can flake off and it also can cause rusty surface stains from water dripping off it. The material would be fine for a guard rail but not for the pedestrian fencing. Powder coating the railing to match corten steel could be an option.

Gary mentioned that the project homepage has been established on the Region 3 website. It is pretty basic but will be added to as the project progresses. Visit [http://www.oregon.gov/ODOT/HWY/REGION3/ashland\\_exit\\_14\\_19\\_index.shtml](http://www.oregon.gov/ODOT/HWY/REGION3/ashland_exit_14_19_index.shtml).

The project will also be featured in the March issue of the Chamber of Commerce newsletter. Alex thanked Katharine Flanagan for her assistance with that.

### **Aesthetic Treatment Options for Exits 14 and 19**

John reviewed his firm's work. There were five display boards showing three different total bridge concepts (two for Exit 14 and one for Exit 19). He also had options for sidewalk treatments, concrete texturing, columns, abutments, retaining walls, pedestrian railing, lighting, and landscaping.

Concept A showed the bridge span with walls to give the impression of arches and columns, integrated color concrete, and a rusty reddish brown color for protective fencing. The end bents of the parapet and fencing featured a design motif derived from the Mark Anthony Hotel (or what some AAC members called the Lithia Hotel). Options for the abutments were shown in cobble and slate form liner. The design also featured pedestrian lighting with banners and poles inset in corbels on the outside of the bridge deck.

Concept B was similar to Concept A with the arched column design. The key differences were that the end bents featured a vertical treatment instead of the sloping Anthony Hotel design and the corbels were flared.

Concept C showed a design for Exit 19 reminiscent of Exit 14, with arched column arcade relief in the abutment and arched center piers. Retaining wall options were also shown for cobble and slate form liner.

Three other boards showed various options for concrete colors, pier design, retaining walls, lighting, pavement, and landscaping.

### **Committee Feedback Overall**

Alex asked the group for some quick feedback on the displays. How well did we capture their ideas in the designs and options? He asked for a show of fingers from each person, with five fingers representing "Nearly perfect" and one finger representing "Not at all." Several people held up three or four fingers. A few held up one finger or none at all. Alex asked why the designs were not working for some.

Several committee members felt that the bridges rendered were "over-designed" and that the Greco-Roman theme with columns and arches did not represent the community. They

preferred a simpler, subtle, Art Deco design with cleaner lines and less intricate detailing. The majority of the other AAC members agreed with this assessment.



Alex asked what the group liked about the designs. Many immediately liked the Mark Anthony/Lithia Hotel-inspired design motif that was featured in the pedestrian fencing and end bents with Option A (*sketch on left*). Some thought that design would also work well on the corbels for the light poles on the outside of the bridge deck or possibly on the bridge piers as well. Others thought the corbels made the designs look too busy. Opinions differed on whether the bridge deck should have clean lines devoid of additional detailing or whether there should be design detail wherever a light pole was located. Everyone agreed that a balance should be maintained between any designs on both the bridge deck and the fencing. “Keep it subtle” was stated.

The banners attached to the light poles were also a group favorite, although there was some uncertainty about whether the City of Ashland’s new sign ordinance would allow banners. The natural color of the concrete was popular too. Opinions differed on the use of textured form liner on the abutments on Exit 14. Most felt that if form liner is used, it should be natural slate in color to blend with the landscaping (vs. the cobble form liner). Slate reminded some of the area’s volcanic geology. The gabion walls were popular too.

For Exit 19 (Concept C), the group generally agreed that the arched design didn’t work; they again favor a simpler Art Deco design with cleaner lines for this location. A suggestion was made to taper the abutment in a natural curve instead of stair-stepping it down from the bridge deck to the roadway. The use of natural slate form liner in this location was favored also.

### Bridge Piers

The group viewed the bridge pier options and discussed their favorites. A few people liked the options labeled “Oakland, CA” and “S. California” on the display. The deep slot in the S. CA design might work well with the Mark Anthony/Lithia Hotel motif. Several others preferred the Oregon style piers (both fluted and straight) but perhaps with fewer vertical slots. Wider, deeper vertical slots were preferred. Many felt the Oregon look might be more in keeping with an Art Deco bridge design. The columns can be stained in virtually any color concrete. Tim Fletcher suggested the team obtain photos of the flyover ramp at I-5/Beltline in Eugene as an example to consider. Alex obtained this photo from Joe Harwood in Region 2.



## **Pedestrian Fencing**

The committee discussed the pedestrian fencing options. Most liked the design depicted on Option A. The inset detail that included a stylized version of the Mark Anthony/Lithia Hotel motif in the railing was also popular. A suggestion was made to show examples of the railing with and without the motif, including one motif in the center of the bridge fencing and another that shows a motif in the fencing wherever there is a light pole.

Most members preferred the end bend that tapered down vs. the vertical end bent. The tapering would match the tapered abutments and retaining walls that were also favored by the committee.

## **Lighting**

Alex asked what the group thought of the lighting options presented on the display. A few members stated that they tended to prefer the Omega and Summit designs of the ones shown. Most felt that the ideal lighting concept wasn't there yet. The design will need to work with an Art Deco bridge. The group liked the looks of the hanging lights and the "arm" or the Omega fixture along with the "light" style of the Summit fixture.

Opinions varied about whether to use a vertical pole topped by a luminaire or a curving pole (or an arm) with a suspended luminaire. Someone noted that the function of the lighting is the most important consideration and gave as an example the problem with the pedestrian lights on Siskiyou that cast the light upward and make it difficult for drivers to see pedestrians. All agreed that night sky optical shields that prevent upward light pollution are needed. Most agreed that the light poles should be located on the outside of the bridge deck.

Several people still prefer the pedestrian lighting inset into the parapet wall to light the pathway. Alex noted that the team is looking into pedestrian lighting standards to see if this alone would be sufficient. If not, the inset lighting could be complemented with additional light poles spaced along the bridge. Another member noted that it is difficult to determine how much pedestrian lighting will be sufficient since each light has a certain amount of coverage and we don't yet know how much coverage will be needed. The committee needs to know what light spacing is needed to meet standards.

Ann asked the committee to consider how to aesthetically tie in this area with the rest of downtown. Someone noted that the banners could help do that. The landscaping offers another connection possibility. Some of the materials on Siskiyou (such as low roses) would match. Buff colored concrete would tie in also.

## **Landscaping**

The committee ran out of time to devote much discussion to the landscaping. Everyone agreed that the bridges need to lay into the landscape. The gabion retaining walls seemed popular, as did the orchard-style flowering tree plantings. A suggestion was made to taper

the gabion walls to make them freeform in shape verses straight lines. A few members liked the idea of having different landscaped themes on either side of Exit 14 (orchard style with seasonal color interest on the south side facing northbound drivers and more natural pine and oak forest effect on the north side facing southbound drivers). Someone suggested that all plantings should be locally-sourced. There was a suggestion to at least include sleeves for irrigation piping to the project.

Someone asked if the landscaping shown would be part of the project and John Galbraith said at this point in time it is not and the landscaping shown would be beyond the current amount funded by OTIA III which calls for replacement of the landscape in-kind.

Another suggestion was made to lobby for irrigation at Exit 19 for future use. The wells in the area have high water volume. Someone asked whether City Parks might pick up the difference in cost. It was suggested to use drought tolerant landscaping at Exit 19 such as juniper, kinnikinnick and cotoneaster.

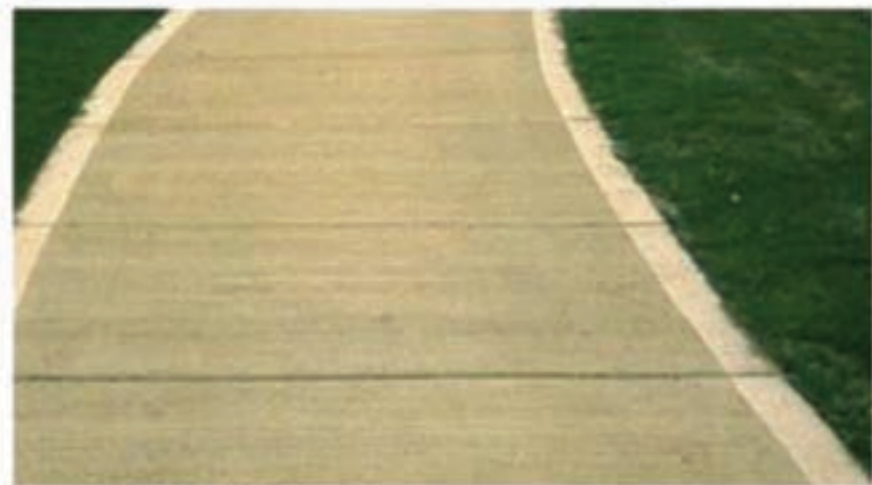
### **Next Steps**

Alex noted that the AAC will have the month of March off. The group will likely reconvene in April (possibly April 15) when they will have the opportunity to see their ideas on paper.

Someone asked what will be happening in the interim. The design concepts will be refined and rough cost estimates attached to them. The public involvement process will also continue with outreach to property owners near the exits and a newsletter to be mailed to the interested parties list.

### **1:00 p.m. Adjourn**

## CONCRETE INTEGRATED COLOR



SAN DIEGO BUFF



CATHEDRAL BUFF



COMBINATION OF BAYOU AND BAJA RED



BRICK RED

## COLUMNS



McANDREWS BRIDGE



LA COUNTY



OREGON



OREGON



OAKLAND, CA



S. CALIFORNIA



SEATTLE

## WALLS



CONCRETE WALL



GABION END BENT



PASADENA BRIDGE



TEXTURED WALL



GABION WALL WITH RAIL

**CONCEPT A**

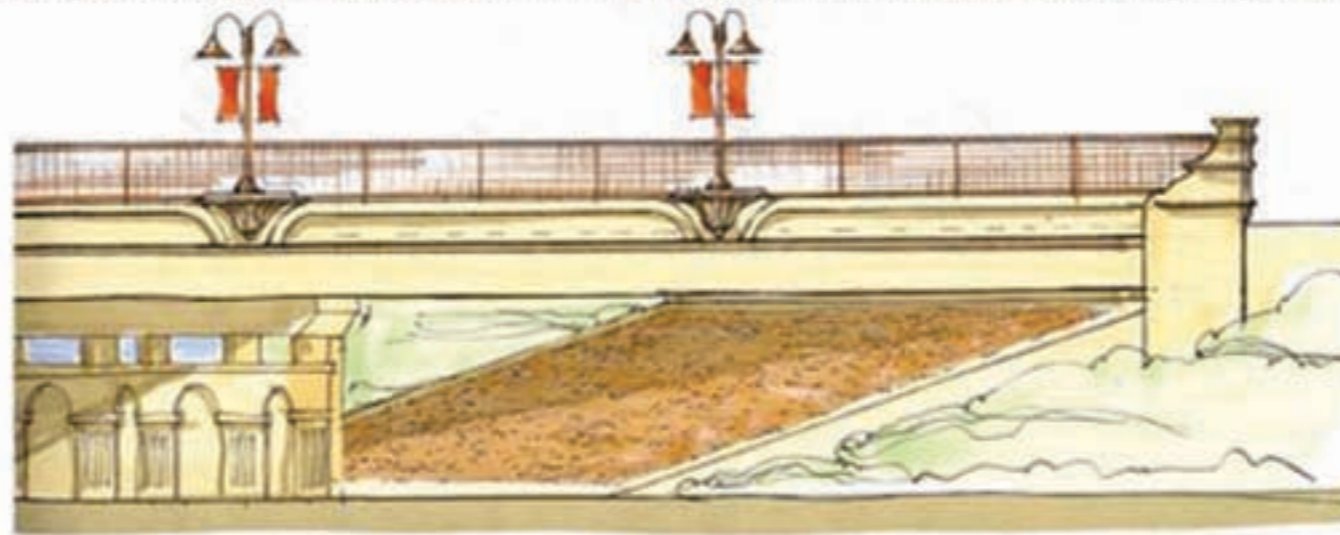


**PROTECTIVE FENCING CONCEPT**

**BRIDGE SPAN - WALLS TO GIVE THE IMPRESSION OF ARCHES AND COLUMNS, INTEGRATED COLOR CONCRETE AND A RUSTY REDDISH BROWN COLOR FOR PROTECTIVE FENCING**



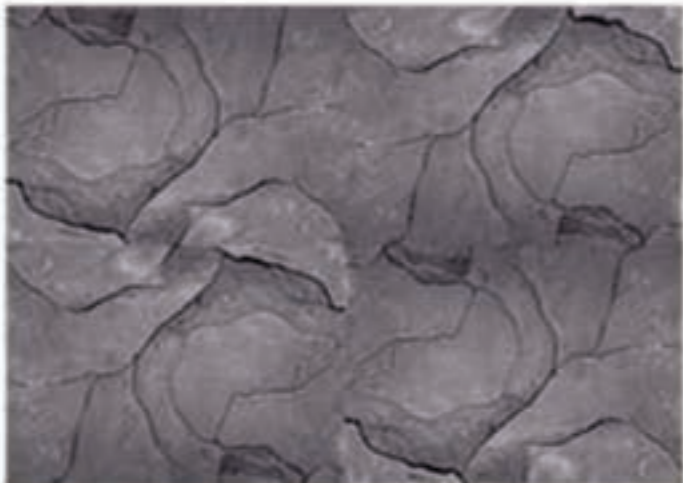
**FORMLINER- COBBLE**



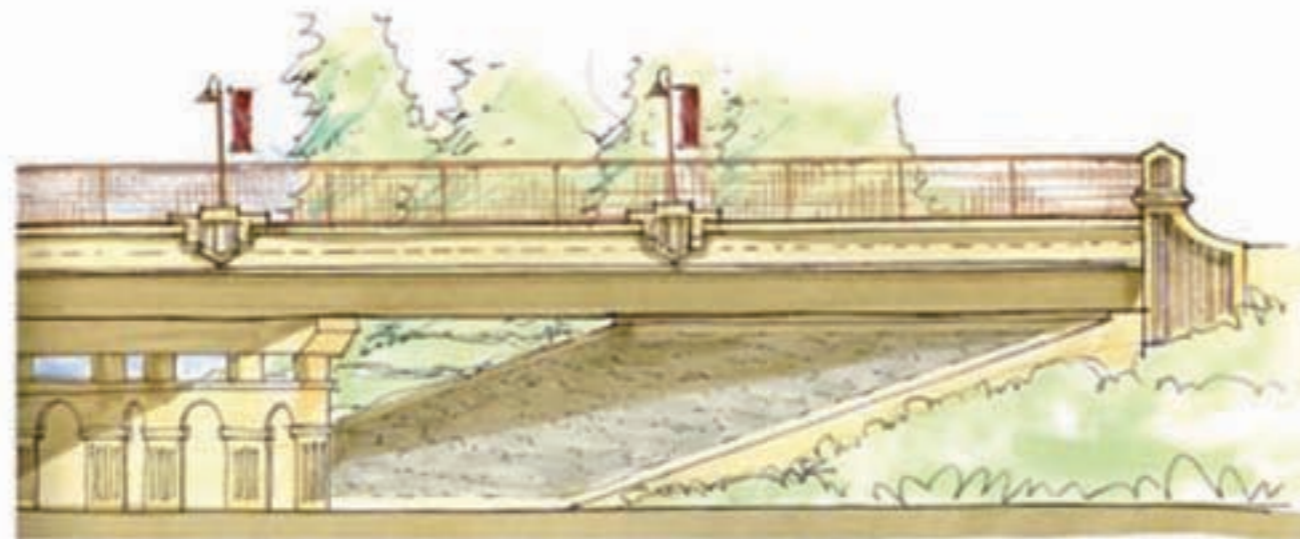
**EXTERIOR VIEW OF CONCEPT A**



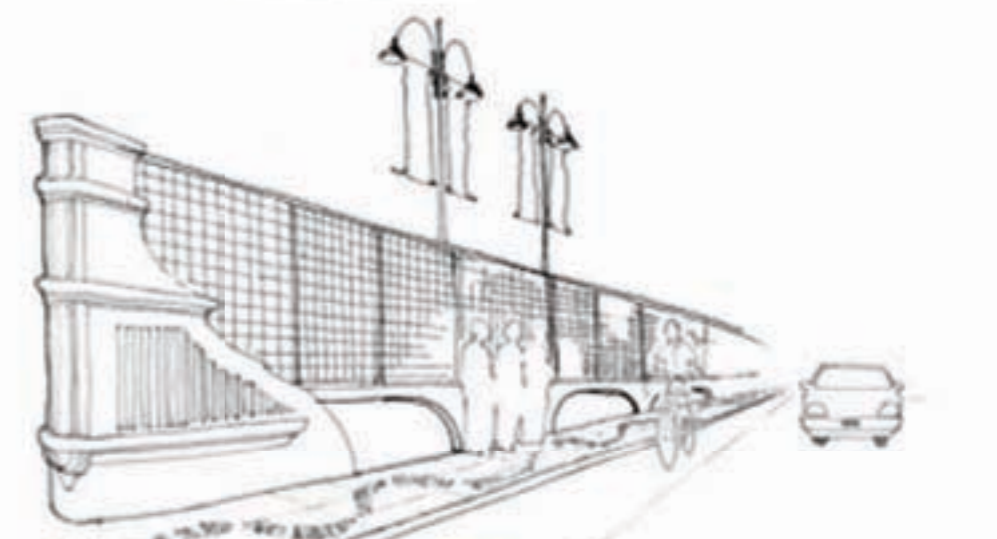
**INTERIOR VIEW OF CONCEPT A**



**FORMLINER- SLATE**



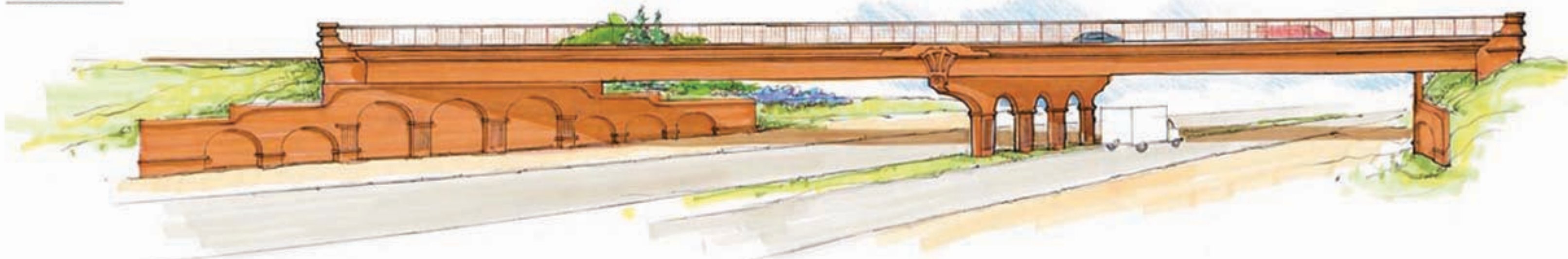
**EXTERIOR VIEW OF CONCEPT B**



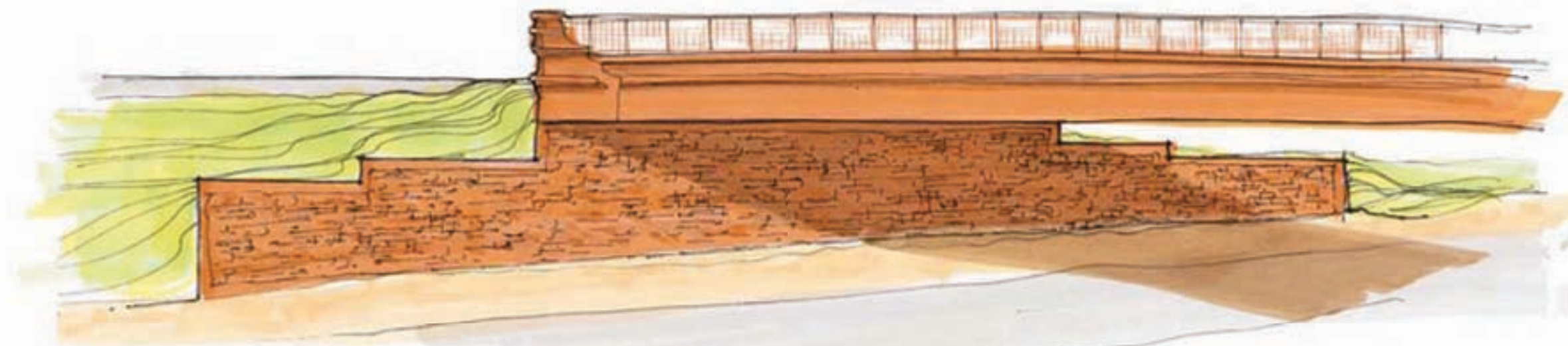
**INTERIOR VIEW OF CONCEPT B**

**EXIT 14 CONCEPTS  
BUNDLE 314 • ASHLAND, OREGON**

**CONCEPT C**



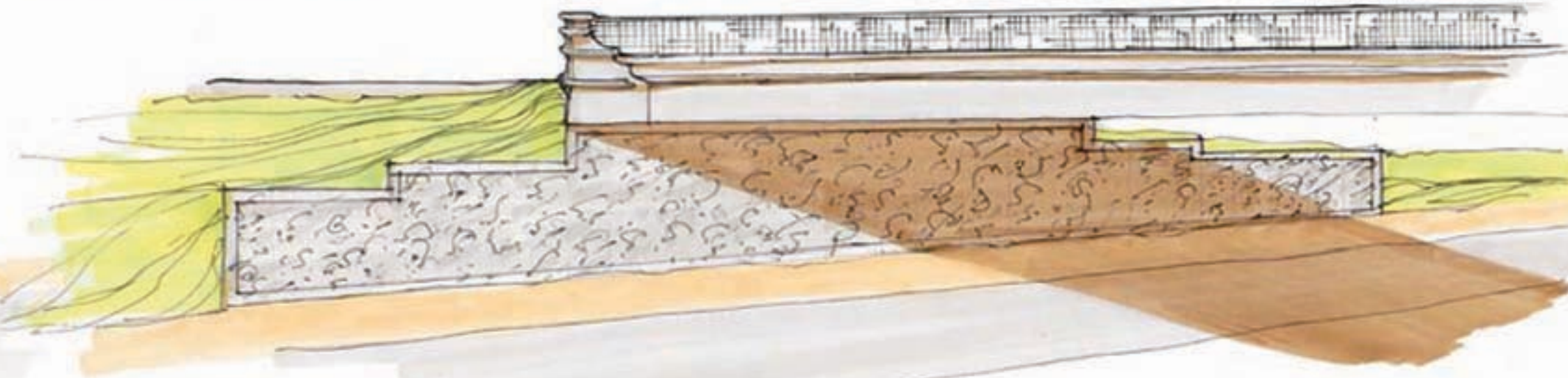
**BRIDGE SPAN- ARCADE FACADE WITH INTEGRATED COLOR CONCRETE, THE PROTECTIVE FENCING TO COMPLIMENT STRUCTURE**



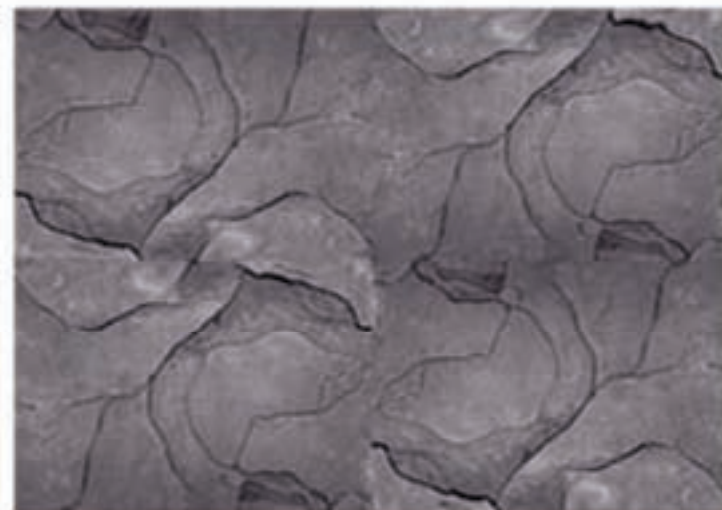
**WALL WITH COBBLE TREATMENT**



**FORMLINER- COBBLE**



**WALL WITH SLATE TREATMENT**



**FORMLINER- SLATE**

**EXIT 19 CONCEPTS  
BUNDLE 314 • ASHLAND, OREGON**

**EXIT 14 - PLAN VIEW**

GABION WALLS SUPPORTING A TERRACED LANDSCAPE OF NATIVE EVERGREEN AND FLOWERING TREES, BOTH REPRESENTING THE STATE'S RESOURCES.



**EXIT 19 - PLAN VIEW**

A DROUGHT TOLERANT LANDSCAPE PLANTED WITH GROVES OF NATIVE OAK AND EVERGREEN, REPRESENTING THE LANDSCAPE OF SOUTHERN OREGON.



**EXIT 14 - ELEVATION**

**GABIION WALLS WITH SCULPTURE**



**GABIION TERRACED WALLS**



**FOREST**



**ORCHARD**



**OAK WOODLAND**



**OAK SCULPTURE**



**WALKER LIBRARY**

**LANDSCAPE CONCEPTS  
BUNDLE 314 • ASHLAND, OREGON**

**EXISTING  
ASHLAND LIGHTS**



**POST AND LUMINAIRE CONCEPTS**

THE BEST PEDESTRIAN LIGHTING SOLUTIONS ARE: • ENERGY-EFFICIENT • RUGGED AND DURABLE • PROVIDE SUFFICIENT QUANTITY AND QUALITY OF LIGHT FOR PEDESTRIANS TO WALK SAFELY • DO NOT PRODUCE LIGHT POLLUTION OR LIGHT TRESPASS



ESSEX - G793



EURO- E460



SUMMIT - 1912



PARK RIDGE 1910



OMEGA / F - 1527 / F



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WIDE RANGE OF COLORS AND STYLES

FIBER OPTIC LIGHTING FOR SIDEWALKS



STANDARDS SHALL BE HUMAN SCALE



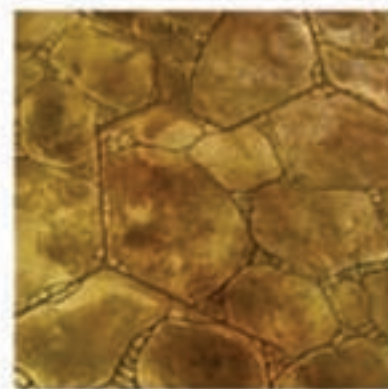
**STAMPED CONCRETE PAVING PATTERNS**



FAN



ASHLAR



RANDOM



SLATE



ROCK SALT



WORDS



TWO PATTERNS & TWO COLORS

**LIGHTING AND SIDEWALK PAVING  
BUNDLE 314 MATERIALS FOR BRIDGE COMPONENTS ASHLAND, OREGON**