



EWEB RIVERFRONT MASTER PLAN

Interview / Research Narrative Summary

The Interview / Research Narrative is a summary of more than 120 hours of individual interviews, group interviews and Focus Group discussions completed during Phase 1 and Phase 2 of the EWEB Riverfront Master Plan. It also includes references to documents and technical resources that were used by the design team or recommended by interviewees.

This document is intended to help the CAT and design team to develop Potential Use Scenarios, Project Assumptions and Guiding Principles for the master plan. It is organized under headings that correspond with the project's draft Guiding Principles: Sustainable Urbanism, Ecology, Identity, A Balance of Uses, Connection, Economics and Feasibility.

Interviews

To date, more than 125 individuals have been interviewed with the hope of developing a better understanding of the community's visions and development capacity at the outset of the master planning process. Each of these interviews has lasted from 60-120 minutes. Civic, historic, institutional, development, ecological, conservation, nonprofit, educational, professional, youth, minority and recreational interests have been included, in an effort to better educate the design team and with the hope that interviewees would share news about the master plan with their constituencies and consider participating in the master planning process as it proceeds.

Group Interviews

The Group Interviews addressed Transportation, Arts/Culture/History and Development concerns. The Transportation Group discussed multi-modal transportation and site access challenges. The Development Interviews provided insight into the potential value and uses from a private sector perspective. The Arts/Culture/History Group discussed ways the master plan might incorporate our local culture and history, as well as an "educational aspect."

Focus Groups

The two Focus addressed Site Ecology and Sustainable Urbanism. The Site Ecology Focus Group looked closely at the Willamette River's edge, riparian habitat, existing conditions, restoration potential, and natural and man-made forces that influence the EWEB site. The Sustainable Urbanism Focus Group addressed how the redevelopment of the EWEB site can better support Downtown livability, integrate the urban and natural environments, and deliver on Eugene's sustainability goals.



Accountability and Thanks

All those who participated in Individual Interviews, Focus Groups and Group Interviews will receive a copy of this summary's final draft, as well as project updates that show how their input affected the outcome and helped shape the master plan.

We would like to offer our thanks to all the members of the community who have volunteered their time and insight to this project thus far.

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SUSTAINABLE URBANISM

Urbanism in Eugene

Many of the interviewees support the idea that Eugene should offer more ways to have a pedestrian-oriented urban lifestyle. Some individuals emphasized the importance and dominance of the car for Eugene's foreseeable future, and thought that this project would have little impact on that reality. A few individuals outright reject the car, current transportation systems, assumptions that the city needs to grow and that market forces should be a factor in planning this site. Most people agreed that there is a connection between growth, density, sprawl, vehicle miles traveled and sustainability, but the technical and policy aspects of the discussion were not what got people excited. Interviewees were most passionate when discussing their pride in the city, and the kind of lifestyle and "sense of place" they think Eugene should offer and could offer on the EWEB site. There was a sense of frustration about why other cities are seen as vibrant and "successful" while Eugene hasn't been able to make it happen. Several interviewees expressed a desire for the riverfront's redevelopment to "deliver" on Eugene's sustainable reputation. Everyone acknowledged that Eugene does not present many opportunities to live in vibrant, walkable neighborhoods or districts. Many interviewees think the EWEB Riverfront could and should help fill this gap, and that this site could deliver on the sustainable policies that have already been adopted by the City Council.

- *"In Eugene, 'sustainability' has been used as an excuse not to do something."*
- *"This should be a poster-child for reducing vehicle miles traveled and the use of fossil fuels for transportation."*
- *"Last week my friends and I went over to the courtyard at Oakway because it was too hot at home. The place was full of people eating outside, sitting on the grass and listening to music. That was great, but I would rather walk to something nearer."*

Downtown Eugene

The EWEB riverfront site is designated as part of Eugene's Downtown. Many people interviewed were concerned about Eugene's Downtown and about the impact that redevelopment on the EWEB could have. Some saw the commercial center of the city shifting to a loose zone that includes Oakway Center and the Franklin/Coburg corridor. Some spoke about "old town" as if Downtown is off the beaten track and dying. Most interviewees and focus group participants wanted a successful Downtown, and believed that whatever happens at the EWEB riverfront should reinforce Downtown redevelopment as a whole.



The size and disconnectedness of Downtown came up repeatedly. There is a strong sense that Downtown is too big and that energy needs to be focused. There is concern that the EWEB site could expand and dilute rather than intensify Downtown. But there is also excitement about the potential for the EWEB site to be a catalyst and reconnect Downtown with the Willamette River. The idea that the river needs to come to the city was an expression of how the site could contribute to a stronger Downtown rather than drawing energy away. Housing repeatedly came up as positive contribution rather than a threat.

- *“There’s a great sucking sound from Downtown.”*
- *“This should be an enhancement to, not a draw from, Downtown.”*
- *“Downtown is going the wrong way, not the right way.”*
- *“The commercial Downtown is along Coburg now.”*
- *“It’s tough for families to live downtown simply because the amenities aren’t there.”*

An “Everyday” Pedestrian Lifestyle

One Focus Group participant talked about wanting the site to be part of “everyday life” rather than an infrequent destination. The most passionate comments noted the irritation of having to get in a car just to live everyday life in Downtown Eugene. Those who live in or near Downtown spoke about how they can’t even buy simple things they need without getting in a car. The lack of everyday amenities is seen as a major impediment to people living Downtown. Interviewees understood that the EWEB site won’t solve this on its own, but that it could contribute to the whole. Many people suggested that redevelopment along the river could stimulate demand for Downtown housing, and that this would lead to services like a grocery store or a farmer’s market. This is understood by most people to be a larger problem facing Downtown Eugene.

- *“No one who lives Downtown can go out and buy things without getting in a car.”*
- *“A grocery store Downtown is essential.”*

Greening the Site

One of the recurring comments was that the site needs to be “greener” and that people are attracted to the green-ness of the trees and landscape at the river edge. It was suggested that this green character needs to come into the site, and even through the site to Downtown. For some, this meant a large open space on the site, but the majority of interviewees, including some who identified themselves as environmental advocates, said the site should be used more intensely as an urban space with green-ness intermixed. There is a sense that the riverfront’s redevelopment could provide a model of urban and natural



integration in Eugene. The quality of the open space and the integration of visible environmental strategies such as green streets and social amenities near a natural river edge were common themes.

City of Eugene Parks staff explained that in the downtown area they look to the community to say what they want with respect to new parks. Currently, Parks maintenance is under-funded and there is no capacity to take on new parks. Parks staff acknowledge that there is a “strong parks wish” in Eugene. Parks does see value in bioswale treatment of stormwater, since Public Works uses Parks to maintain “biological” stormwater systems in the city.

- *“This is truly an opportunity site—it needs to connect to Downtown and make it easier for other neighborhoods to do that.”*
- *“If you want density, talk about open space.”*
- *“A buffer is fine but I don’t think it should be a ‘natural area.’ In Eugene, we’re stuck in ‘environmentalism as the conservation of open space.’ We need to think about environmentalism as daily life.”*

Sustainable Site and Building Design Strategies

Innovative on-site stormwater treatment was the dominant theme of green site design discussions. This had broad representation from a wide variety of community members, staff and professionals. Green streets, bioswales, green roofs were examples of elements that people imagined on the site. One caveat was the evidence that there are practical impediments to the implementation of these strategies. One interviewee noted that the University originally proposed a “green street” for the Riverfront Research Park, but that the City would only maintain mechanical stormwater management (not landscaped treatment). This interviewee said that, as a result, the University is pursuing a more conventional, underground piped system.

There were some comments about the desire for green buildings on site. Some mentioned green roofs and energy-efficient new construction, but specific expectations for buildings were not a strong theme. Interviewees largely agreed that good-quality, pedestrian-oriented development in Downtown was itself a green, densification strategy and they were excited to imagine something like that happening on the EWEB site.

The idea of a district energy loop was raised by several interviewees, and it generated interest when explained to others. EWEB staff are familiar with this technology and believe it has strong potential for this site. Many community members believed that the creation of infrastructure that promotes energy efficiency is something which aligns closely with EWEB’s goals and capabilities. The shared benefit that could come from such an energy loop could be an



incentive for redevelopment and result in substantial energy conservation without additional cost.

Reuse of the existing buildings was emphasized by individuals involved in the environmental community. The concept of recycling the past was compelling, and interviewees also noted that existing buildings would be less expensive to rent than new structures.

Long-term Economic Sustainability

At present, there is no tax base generated by the uses on the EWEB site. Several community members noted that incorporating private uses that generate an increment for the urban renewal district and contribute to the City's tax base should be considered as a part of the site's long-term economic sustainability. Even low-income housing advocates warned not to allocate too much of the site to subsidized uses that do not support the tax base because the site presents "a great opportunity to generate [long-term] taxable value for the whole community."

Social Equity

Members of the Sustainable Urbanism Focus Group and many interviewees noted that the riverfront redevelopment is an opportunity to provide something "for everyone." Some interviewees were concerned that accessibility and universal access were not going to be primary concerns in the master plan. Development and community interviewees also noted the likelihood that the Eugene riverfront would draw empty nesters and seniors, and that the specific needs of this demographic should be taken into account when designing the public realm. Housing advocates were clear that the EWEB property provides an opportunities for a diversity of housing options, and that multiple demographics could be represented here.

Place-making

Place-making will be key to the successful redevelopment of the EWEB site. To create a sense of place, development interests advised the development of residential with a limited amount of neighborhood serving retail uses. Development interviewees also advised that the master plan "avoid uses that locate anywhere" and make it a special place. There was a strong sentiment among interviewees that Eugene deserves "something special" along its riverfront.

Development interviews advised that the scale of development should be modest—not "tremendously dense" and not exceeding three or four stories. There was a strong belief among development interests that the EWEB property



won't be an urban center, but rather a more low-key, high-quality, unassuming redevelopment. Several development interests postulated that Eugene is not interested in density that is any greater than what it already has.

- *“I want people to stay here instead of going out of town. Make people love this place. The idea of just a zero footprint is scary.”*
- *“Someday, Eugene will be a city of a million people. This place should be a beautiful tapestry of the urban and natural landscapes—a way to frame our place in the world. This should be window from the City to the borrowed landscape.”*



ECOLOGY

Ecological Setbacks

Interviewees interested in ecological function did not identify specific zones of greater or less ecological sensitivity on the site. Most did not identify a quantitative setback requirement. One suggestion was to use the “site potential tree” rule of thumb that accounts for the possibility of a mature cottonwood falling either toward or away from the river. This gives a setback of approximately 300 feet. The “appropriate setbacks” called for in the Downtown Plan’s four Riverfront Principles are limited by existing site conditions, including existing structures, the need for an armored bank and substantial utility infrastructure. Other interviewees asked about future flood conditions, especially as they relate to the structural integrity of upstream dams.

Existing Habitat

Members of the Site Ecology Focus Group observed that the river bank is steep but stable. There is a mix of native and invasive vegetation. There is big wood (downed cottonwood logs) along the river bank that provides good high-water fish habitat. There are some mature cottonwoods, but there is not the density that would exist in a more natural riparian edge. There is no young regeneration of cottonwoods, possibly due to EWEB’s bi-annual maintenance program controlling himilayan blackberry, and the absence of young cottonwoods is a concern for the long-term.

- *“If you could be a demonstration site for how a swale is actually supposed to work and connect it to canopy and the river, that would be great.”*
- *“There is more value to connecting people to the river than there is to restoring habitat here.”*
- *“The goal is to replicate natural functions and create a more ecologically functional place. We’re talking about a larger, more diverse riparian area that is plausible and possible.”*

Aquatic Enhancement

Channel complexity is gone in this reach of the river. The EWEB site is on the fast-moving, cutting edge (or “scour side”) of the river. There is not much that can or needs to be done to enhance this condition. More shading from trees is generally considered helpful to keep the water cool, but some interviewees acknowledged that shading trees would have negligible influence given the volume of water moving along the EWEB riverbank. Some interviewees noted that salmon habitat could be created in a daylighted Millrace. One proposal involved utilizing the Millrace overflow to the east of the EWEB site, as it already has existing conditions that could support salmonids, and it does not have the



same complex property ownership and infrastructure challenges faced by the Downtown portion of the Millrace (see Riparian Enhancement Priorities, below).

Riparian Enhancement Priorities

One of the recurring questions was the potential ecological value of this site compared to other locations along the river. How important is this stretch of river edge? Several people actively involved in riparian restoration observed that there are other sites and planned projects that have higher value and would give “bigger bang for the buck.” Two specific examples are Alton Baker Park Canoe Canal, which interviewees noted as a major restoration project to be undertaken by Eugene Parks & Open Space within the next 10 years, and the riparian zone at the Millrace overflow channel just east of the site, which is not an identified project. One Focus Group member proposed that the relative compactness of the EWEB site and its proximity to city center makes it all the more important to do significant enhancement here. This could be a way to educate the populace about the river in a place where people would have access. Restoration professionals expressed concern regarding the cost, maintenance and effectiveness of extensive restoration on the EWEB site, but agreed that some degree of restoration was possible.

- *“Connectivity and the invertebrate community are your two biggest opportunities from an ecological perspective.”*
- *“There are lots of higher quality areas that EWEB is stewarding. There are higher priorities.”*

Need for Habitat Inventory and Assessment

An ecological analysis has not been done for the EWEB site. One of the recommended strategies in the 2004 Downtown Plan is to complete this analysis of habitat values on the EWEB site. This could be similar to the study done for nearby Skinner Butte Park. Because the master plan project’s scope and budget do not include this assessment, the design team is collecting as much information from members of the community, agency staff and experienced ecologists. Interviewees stated that a formal ecological analysis may be required at some point for the EWEB site to meet the requirements of a Willamette Greenway Permit Application. Some interviewees also had questions about the geological and geomorphological structure of the site and how future development and river conditions would impact the site in terms of erosion and stability.

One community member expressed concern about the quality of analysis available from existing sources. It was suggested that to make informed decisions, we must not have an information deficit. An experienced professional



ecologist agreed that an analysis of this site would be good, but we could “cut to the chase” given the obvious lack of existing habitat on site. Instead of more analysis, the project team could set specific habitat goals relative to rare or at-risk species, and design specifically for them. Using such an approach, other less-vulnerable species are likely to also benefit from new habitat. Specific species identified by ecologists were the Western Pond Turtle, Little Willow Fly Catcher and the Yellow-Breasted Chat. The rare species relevant to the EWEB site can be confirmed through an online request to OSU. The same ecologist observed that the larger “iconic species,” such as Great Blue Heron, may be of great interest to the general public, but they are “doing fine” and are quite tolerant of human activity. There could be public relations value to creating habitat for these species, but they are not at risk.

- *“As an educator, it’s great to see big species. For citizens, what’s important is what you see. As a scientist, I’m interested in the sensitive species. They’re the ones that need help.”*
- *“If you focus on the birds, you might get other ancillary benefits.”*

Some specific ecological enhancement suggestions:

- The major ecological opportunities here relate to **connectivity** and **the invertebrate community**.
- **Focus on rare species** that have agency or public funding connected to their protection.
- Create **more cottonwood habitat**. This could require cutting the river bank back to create benches that correspond to known high-water conditions or “inundation regimes.”
- Rather than seeking to control the bank, which is the strategy used throughout human history in urban areas, Eugene’s urban river edge could demonstrate the **dynamic character of a healthy river**. This could mean the landscape changes and is not static.
- A deep setback would be nice, but the constraints of the site make this difficult. Consider developing “**fingers**” of **riparian ecosystem** that extend back into the site and the city.
- One of the recurring themes was the need for **habitat continuity within the riparian zone** to allow for migration of animals and birds. Riparian vegetation and trees can provide places for birds to move along the river corridor. It may be possible to have gaps in the tree canopy where river connections occur, but more continuity is better for terrestrial ecology. Specific tree species identified were cottonwoods and maples. Larger animals such as bobcat, beaver and mink are able to cross larger gaps that may occur where paths or river connections intersect the riparian zone. Smaller species such as the red legged frog are less able to cross



gaps. It may be possible with the use of boardwalks or bridges to allow for animal and human connectivity.

One ecologist cautioned against introducing at-risk species in environments that could be a population sink or “attractive nuisance.” An example was the Western Pond Turtle, which is sensitive to water quality. If there is contaminated sediment in a stormwater treatment bioswale, it may not be a good place to invite a turtle.



IDENTITY

The Downtown Riverfront

The EWEB riverfront property is included in the area of Eugene's downtown. Many interviewees expressed a desire to capture a natural but urban experience on this site that they "can't have anywhere else" because "this is a part of Downtown." Some interviewees expressed concern that the successful development of the riverfront would detract from Eugene's Downtown; others felt strongly that the effort would be complementary. Still others were indifferent to the course of Downtown redevelopment and thought the riverfront project should push forward regardless:

"[This project] shouldn't fail just because all the others have." Development interviews indicated that there is great opportunity to create a symbiotic relationship between the successful office market that exists Downtown and a riverfront residential district.

- *"This site is the jewel of the community, and something to build upon."*
- *"The community says it wants density, that it wants to grow up and not out, and there's huge opportunity for that here."*
- *"This could be a marriage of urban and ecological restoration."*
- *"We've somehow blown it with the resource that made the town the town."*
- *"This site contains the memory of what made this place what it is."*

History

Many interviewees noted the historic value of the EWEB site—from industrial, civic, natural and social perspectives. Many comments were non-specific, but most interviewees felt it was critical not to "throw away the history we have" along the riverfront. There was strong interest in uncovering the "layers of history" that can be found along the riverfront site, and many saw this project as an opportunity to reclaim and memorialize the history embedded there—from settlements by native American tribes through Eugene's founding and the industrialization that followed.

Interviewees also cautioned against the creation of "fake history" on the EWEB site—their concern was that reference points that held historical significance would be replicated directly in the present day. Using the Millrace as an example, one interviewee offered that "the value of the Millrace is where it guides our thinking...not in a pipe of dirty water that's not even in its original channel." Several people encouraged the project team to seek contemporary interpretations of history and sophisticated representations of the life that has existed here prior—in ecological, human and industrial terms. Others felt that



interpretive signage would be an appropriate approach, while some advocated for the representation of a non-linear history on the site.

EWEB's industrial history has been documented by photographs and employee research. Historic vegetation maps from the 1850s, community-generated research, and aerials of the Willamette River's previous courses provide an understanding of how the river's course has shifted dramatically in the last 150 years. In 1892, the Willamette River followed a channel that is closer to the bed of the current Canoe Canal in Alton Baker Park; the historic Millrace was developed in a naturally pre-existing channel that is closer in location to the river's course in 2009. Additional interviews, research and technical documents also revealed a strong sense of the pre-industrial topography of the site and where gravel fill was added near the EWEB site's center.

Interviewees and Focus Group discussions mentioned the likelihood of a Kalapuya settlement on the EWEB site because of its location on a bend in the river, and the distinct possibility that Eugene Skinner was drawn to the same site characteristics that other people had found hospitable in days prior. There was interest in what might be found in future archeological digs on the site.

The EWEB site is also a historic home to Eugene's African American community. Interviewees noted that Eugene's early African-American settlers constructed a settlement on the site using scraps from the woodlot, as African Americans were not legally permitted to live within Eugene City limits until Federal Law enforced this right in 1965. Wiley Griffon was the first-mentioned African-American to live on the current EWEB property, at a house located at 3rd Street and Mill (current site of the EWEB parking lot). There was also an African-American settlement at the foot of the bridge on the EWEB woodlot. This tent city settlement was demolished in 1949 for the new Ferry Street Bridge. Including a memorial to the painful history of racism and exclusion would help the community heal past wounds.

Art and Education

Integrating art and education into both public and private spaces on the site was broadly supported by participants in focus groups. Participants advised planning for adequate public space for outside sculptures, using art to connect to other areas (similar to the solar system model along the bike path), and locating a cultural institution on the site.

Opportunities to educate include demonstration of sustainable site and building design strategies, restored riparian systems, and art that captures the spirit and history of the site. Facilities that serve students could include labs, classrooms, studios, living space, or meeting spaces.



The Mill Race

The Mill Race was a recurring topic of discussion in group interviews and focus groups. There is a range of opinions about the role of the Mill Race in the master plan. Some believe it would add value to the site and make it attractive to developers and be a powerful public amenity. Others expressed skepticism that it could ever happen given past attempts to agree on a strategy, and the significant projected cost. When asked if the Mill Race would be desirable if it were to be daylighted, most responded that they liked the idea. There is uncertainty about where the funding would come from or where the leadership exists to make this happen. It was suggested that we use the master plan to look ahead strategically to possibly accommodate the Mill Race in the future if funding becomes available.

There were questions about the technical feasibility and constraints of Mill Race options. Most interviewees are aware that the university could decide to stop pumping the water in the near future. This remains an unresolved issue. In response to the approximately 15 foot depth to water below the surface of the riverfront site, some interviewees suggested laying the bank back to provide access and to create a large open space. Others preferred a proposal presented to city council in 2003 that shows occupiable space below the current grade of the site to bring people closer to level of the water, similar to the San Antonio Riverwalk. This appears to conflict with FEMA flood plain regulations that prohibit openings to habitable space below 100 year flood plain levels. Further research indicates that the Mill Race elevation is high enough where it enters the pipe to the south of Franklin Boulevard that it could possibly be closer to the surface of the riverfront site if it were daylighted continuously. This is complicated by land use, roads, ownership and other technical constraints. Other ideas were offered such as pumping some of the water to the surface to create a site feature, or creating a siphon effect that would force the water to the surface. Some ecologists expressed interest in the Millrace from a stormwater management perspective, and proposed the repurposing of the Millrace easement as an on-grade stormwater swale through downtown. Some questioned the logic of “dedicating ourselves for eternity to pumping water out of the river for an artificial system,” when other alternatives are available.

The interviews and focus groups indicate that the Mill Race is very much alive as an issue, and will be a recurring topic of discussion, but here remains a great deal of uncertainty about the design goals, feasibility and funding.

- *“Don’t foreclose on the opportunity to do the Mill Race. It may not be part of this project, but plan so it’s possible in the future.”*
- *“The Mill Race seems to have been a diversion in past projects.”*



- *“How about creating a mill pond? That would be a great attraction on the way to the river.”*

EWEB Legacy

Many interviewees saw this project as an opportunity for EWEB to deliver on its stated mission and role as Eugene’s citizen-owned, public utility. Several people saw the redevelopment of the riverfront site as an obvious chance for EWEB to model energy and water conservation methods, and to demonstrate models of stewardship and sustainability in ways that support their traditional operations. Interviewees noted that this site has the opportunity to address water conservation; on-site stormwater treatment; energy generation and conservation using photovoltaics or a district energy loop; and EWEB’s legacy through an energy museum or visible water treatment and reuse. The implementation of “green infrastructure” with the master plan (e.g., green streets, bioswales, energy production, urban agriculture, etc.) was also suggested as a “no-brainer” for EWEB.

Public Realm

The vast majority of interviewees felt the riverfront is a special site and that its public qualities are of paramount concern. One interviewee said that this project was our last chance to design a place in Eugene where “everyone can be represented.” Many said that “public-ness” should “permeate the site” and that truly public uses—not just public land or civic buildings—should be considered in the master planning process. There was a strong concern that the riverfront be an “active people place” that is welcoming and accommodating to multiple activities. Several interviewees said that the riverfront needed “more than a river” to bring people to the area and that programmed activity and a “critical mass of people” would drive success. It was at such points in the conversation that the need to complement existing Downtown uses was often raised.

Many community members considered the streets to be a defining piece of the riverfront’s public realm and character. One interviewee noted that “we can exist in cities because of streets and sidewalks.” There is a strong expectation that the riverfront site will help “draw the river to the city” or reconnect and/or contribute to a series of park spaces in Downtown Eugene.

River Edge

Every interviewee agreed that the riverfront and bike path should remain public and accessible. Ideas about the type of access or riverfront public space ranged widely. Many felt it was important to provide urban amenities (e.g., coffeeshops, ice cream shops, cafes, restrooms, restaurants, etc.) at the river’s edge, and that



the existence of these amenities would make the riverfront safer and more welcoming. Others saw this as an opportunity to develop a “front porch” of open space for Eugene along the river. Most interviewees noted that the final master plan was likely to incorporate both, and that “drawing people to the river” was a primary concern. Several people felt increased access would be the best way to address environmental concerns and build awareness about the river: “allowing people to get to the river is how you keep it clean.”

Several environmental and ecological interests agreed that it makes sense for the city to meet the river at the EWEB site. The site is located on multiple public documents as an opportunity for a nodal development or redevelopment near Eugene’s civic core. It was also noted as one of two appropriate areas for river redevelopment by the “Riparianistas” citizen group, which produced a set of riverfront principles and development guidelines in 2005.

Many felt it was important to take advantage of the unique opportunity to develop a more dense, livable neighborhood in proximity to both Downtown and existing open spaces. The incorporation of a large public event or gathering space along the river was proposed on more than one occasion. Increased recreational opportunities and better access to the river was a very common request—fishing access or a fly fishing course similar to Bend’s Old Mill district, small boat and canoe access, and a redesigned river bank that would allow people to “touch the river” were all suggested repeatedly.

- *“Active stewardship and maintenance of the EWEB site could provide a cultural connection to this place.”*

Landmarks / Iconic Elements

Most interviewees knew the EWEB site by three landmarks: the EWEB Headquarters, the EWEB plaza, and the Steam Plant.

The Steam Plant was widely regarded as a “permanent” fixture along Eugene’s riverfront—it is considered irreplaceable and peerless. As one interviewee stated: “The Steam Plant is the only physical representation of Eugene’s backbone, of its history...and it could be repurposed in numerous ways.” Another simply said: “You aren’t going to get another one of those.” Many individuals had ideas for the building’s reuse—most commonly as a brew pub, art museum, or residential lofts with gallery space below. People felt strongly that the building is an “anchor” to the site and that it could become a regional magnet with the right programming and support. One development interest expressed interest in renovating the Steam Plant. Other development interests felt it may be too costly or restrictive to the site to save it.



BALANCE OF USES

A Multi-Use, Welcoming, Livable Place

Interviewees felt strongly that the riverfront redevelopment should offer “something for everyone” and be “very, very mixed-use.” Development interests were clear that a heavy emphasis on retail would not likely succeed on the site, and that there is virtually no precedent for successful, urban mixed-use development in Eugene. There was a strong sentiment across concerns that “something unique” should happen and that a high-quality, unassuming “niche” project could fit here.

Pedestrian-scale, access to amenities and walkability were noted repeatedly as requisite and desirable ingredients to a successful, livable place along the river. Numerous interviewees openly acknowledged the challenges presented by the site’s limited on-grade railroad crossings and that this condition would present a challenge to redevelopment. Enthusiasm for the immediate access to the riverbank bike trail and riverfront views generally offset concerns about limited vehicular access.

- *“We have cafes, but few are in beautiful places. We have parks, but with no amenities near them. Eugene could really use a pretty place that is green and that comes with amenities.”*
- *“We don’t really have any apartments for adults.”*
- *“You should be able to get a beer here.”*
- *“Nothing will exemplify the polarization of Eugene like this site.”*

A Balance of Public and Private Spaces

One interviewee noted that “the Downtown Plan says this redevelopment has to be multi-use, so one big park isn’t an option.” Other members of the community cautioned that “spaces don’t activate on their own; you need to activate them. And you don’t want the wrong type of activity to activate a space.” Several conversations noted that private development can offer the “eyes on the street” that successful public spaces require, and that private development in turn benefits from adjacent public open space.

A Diversity of Housing Options

Housing will be a “must” on the riverfront site. According to multiple development sources, it is the only market/product type in Eugene big enough to support a waterfront development and it is one of the only uses that doesn’t have the potential to detract or dilute development Downtown. Community members felt strongly that a residential component would also support the redevelopment efforts Downtown and complement the University.



Interviewees encouraged a variety of housing types that appeal to a range of demographics, including students, young professionals, retirees, empty nesters and university faculty and staff. Market rate senior housing was suggested in the mix. Other development interests advised the project to focus on condos instead of apartments, and address Eugene's demand for small-household housing options, which is often suited to singles, young professionals and empty nesters. Other interviewees recommended housing for demographics that are less likely to own automobiles and that this could reduce the number of cars the site needs to carry.

Universal Access

Several interviewees noted that, currently, the only people who can actively experience the river in Eugene are running, walking or biking along the riverbank trail system. This does not align with a philosophy of universal access. Many interviewees were concerned that the master plan would not incorporate universal design standards in its public areas.

Members of one accessibility group were concerned about whether multiple transportation modes and people of diverse physical capacities could be accommodated safely at the same river edge. The careful design of multi-use pathways and the separation of users by velocity were common suggestions, as fast-moving bicycles present a danger not only to the vision-, hearing- or mobility-impaired but to pedestrians and children as well (and vice versa).

- *"People are hungering for a positive, green connection from Downtown to the river."*



CONNECTIONS

Neighbors

The EWEB site benefits from a strong and diverse set of neighbors, and collaboration was noted by many interviewees as central to this project's success. The 5th Street area is widely considered to be Downtown Eugene's retail core, and represents one of the most successful, resilient retail projects in recent history. The Courthouse District boasts a nationally recognized architectural centerpiece and existing transportation infrastructure with which to connect. The University of Oregon's Riverfront Research Park is poised to begin construction of a new building for Oregon Research Institute that would sit immediately adjacent to the EWEB site. Some interviewees suggested that the master plan should attempt to integrate its efforts with the ORI project, or that the project team should exert influence upon or attempt to redesign the ORI project. In most cases, the desire was for a more integrated, unified riverfront planning effort.

Both community members and development interests saw the proximity to the University and its student base as a great opportunity. Collaboration with the University of Oregon was noted by several interviewees as key to the project's success. Several interviewees believed that for riverfront's redevelopment to pencil and acquire the political support needed to succeed, the University will need to be involved. Many interviews noted that the University operates the pumps that feed water into the Millrace; the EWEB site is of course home to its final outflow into the Willamette River.

Alton Baker Park was also repeatedly referenced as an important "partner" to the EWEB site, given its natural areas and large open spaces. Many interviewees felt that the green space and open space offered by Alton Baker removed "some of the pressure" for the EWEB site to include a large green space and that the EWEB site should "focus on pocket parks and green streets." The Cuthbert Amphitheater was also referenced as a nearby amenity to take advantage of and not compete with; many interviewees hoped that visitors to Alton Baker's various festivals and summer concerts might be consistent users of the riverfront site's commercial or restaurant amenities.

Skinner's Butte and the Skinner Historic Neighborhood also influence the EWEB site, as the nearest example of intact residential fabric and the home of many people who would be likely to frequent users of riverfront amenities. Skinner's Butte is also home to animal species that would be likely to use a restored riparian edge on the EWEB site.

- *"There's a real opportunity here to bring things together in a way Eugene doesn't have many examples of."*



Railroad Crossings

The railroad presents a significant barrier to pedestrian and vehicle access serving the EWEB site. Many interviewees expressed great interest in establishing additional railroad crossings, though preliminary conversation with Union Pacific indicates this is unlikely.

A railroad underpass was a topic of interest among some members of the community. This additional access was considered essential by one local developer; many other development interests stated that “unimpeded access” (like tunnels) would be necessary. Another interviewee suggested burying the railroad corridor itself and using the recovered above-grade right-of-way for critical habitat, native plantings and public open space.

Other interviewees noted that while it is unrelated to crossings, the creation of “Quiet Zone” through Eugene would solve many of the problems and perceptions associated with the railway.

Street Locations

In general, community members were clear about their desire for public access and urban amenities along the riverfront. How these amenities would be accessed by those not using the riverfront trail, or how they would succeed without street traffic, was less clear. When asked about vehicular access to the river’s edge, some interviewees were skeptical about automobiles adjacent to the river. There was concern that even a pedestrian-oriented street design would be dominated by the automobile rather than the alternate modes that currently populate “Eugene’s riverfront highway.” In response, others referenced RiverPlace along Portland’s Southeast Waterfront as a cautionary tale of how retail fails without access by automobile.

Interviewees also saw an opportunity to connect the “great streets” of 5th Avenue and 8th Avenue on the EWEB site. A “riverfront promenade” similar to a Dutch woonerf (pedestrian-oriented streetscape) was repeatedly championed, either because it allowed for multi-modal access, minimized the role of the automobile, or because it presented the most likely means of ensuring that people could “get a latte on the Willamette.” Interviewees familiar with the nearby Walnut Mixed-Use Project noted that such a pedestrian-scaled street with adjacent water amenity would be consistent with some of the preliminary street designs emerging from that planning effort.

There was also interest in relocating of the Hilyard Street crossing to Ferry Street, which was considered to be a more central, less-constrained access point to the site for both vehicles and pedestrians. Some interviewees indicated that



the projected Hilyard Street crossing would likely require the removal of the Steam Plant's eastern addition before this crossing would function properly. Others felt the continuation of 8th Street and the Hilyard Street crossing were appropriate and that it was important to utilize existing infrastructure.

It was also widely agreed that the site's primary "working street" should be a more central spine, with perpendicular "green fingers" that could reach to the river's edge and would likely sit atop the site's existing utility easements. This proposal implies that the site's "main street" would sit parallel to the riverbank, but perhaps one block removed. Some developers felt that the EWEB site should ultimately connect back to Franklin Boulevard and Broadway, and that 8th Avenue does not offer a great connection in any true sense.

Vehicular Access

Vehicular access to the EWEB site can currently be gained from 4th Avenue, from the Ferry Street viaduct, from Mill Street, from High Street, and at a proposed crossing at the terminus of 8th Avenue. The EWEB site is challenged by the existence of only two on-grade rail crossings, and the fact that two of these access points would not likely offer both left- and right-turn ingress and egress.

- *"This should be about how to increase mobility and reduce the need for it."*

Many considered the extension of 5th Street to be a viable solution to some existing access issues that could also extend economic stability into the redevelopment. Most interviewees recognized that this extension of 5th would need to be offset to the north to allow for safe crossing at the railroad. Initial estimates based on City traffic studies and distances to the existing railway crossing on High Street indicated that a "no left out" connection might be required here. Drivers would still be permitted to turn right into and out of the site, and to make a left turn into the site at this point.

Another interviewee also noted that a new viaduct exit ramp could enter the site at the upper level of a parking garage and provide additional access.

Troy Russ, a transportation and traffic consultant from Glatting Jackson Kercher Anglin who led the Transportation Group Interview, expressed serious concerns about the 4th Avenue ramp and its ability to accommodate traffic to and from the EWEB site. He demonstrated to the Transportation Group Interview why the ramp's existing curvature and tilt cannot be improved to function better for this purpose. Russ explained that for this access point to function as the T-stop or signaled intersection that some have envisioned, the EWEB Headquarters would likely need to be demolished—which was recognized by the group to be highly unlikely and also undesirable.



To provide additional access, Russ advocated for the conversion of HWY 99 into a two-way street between Hilyard and the Ferry Street viaduct, which would allow for right and left turns into and out of the EWEB site from HWY 99. He also suggested that Eugene's Downtown eliminate some of its one-way streets, as the traffic density does not require them and one-way streets reduce traffic flow options.

Another interviewee suggested that the Ferry Street viaduct was the greatest impediment to site access and suggested burying the viaduct. Others expressed interest in a pedestrian above-grade crossing into the EWEB site that could be accessed from the upper levels of a structure on the City-owned parcel east of the Federal Courthouse.

Bike / Multi-modal Access

Many interviewees considered the riverfront redevelopment as an opportunity to establish continuity between the well-used riverbank trail and city bike infrastructure. One interviewee noted that "the bike paths don't go anywhere right now," and that this was the chance to fix that. Bike advocates also noted that the riverfront trail along the EWEB site is currently "the worst of the riverbank trail" and that a more gracious, meandering path would fit better with the portions of riverbank trail that adjoin the EWEB site. Another bike/ped advocate said that the new bike path through the EWEB site should either be "the straightest, most direct route—or a really beautiful winding one." Individuals concerned about global oil supplies advocated for a master plan that serves primarily pedestrians and cyclists and does not cater to the automobile.

Pedestrian Bridge

Alton Baker Park is considered "the real natural area on the riverfront" and "what could someday be Eugene's Central Park." The need to establish better bike and pedestrian connections to this amenity from Downtown and from the EWEB site was raised repeatedly during interviews. Many community members saw a pedestrian bridge as a desirable addition to the site and as the natural extension of a pedestrian-oriented 8th Avenue. A small number of interviewees were concerned that additional access to Alton Baker Park from Downtown would be harmful to the Park's restoration efforts, and noted that not everyone thinks more people in Alton Baker Park would be a good thing.

Several others noted that EWEB's existing water and power line infrastructure could be integrated with a new pedestrian bridge. Other interviewees envisioned a bridge connection to Alton Baker Park that would include habitat for birds or bats, similar to the "Million-Bat Bridge" in Texas.



Visibility

While the viaduct and railroad both present barriers to access, both also contribute to the extraordinary visibility of the EWEB site. When asked their impressions of the viaduct, several members of the Sustainable Urbanism Focus Group said it was “a nice piece of the urban landscape” and “free advertising!” Another interviewee noted that the EWEB site is one of the “first and last” impressions made on train travelers coming into or leaving Eugene: “it’s what you see right before the train stops at the station.”

The EWEB site also benefits from extensive through-traffic along the riverbank trail system and wide views from Alton Baker Park’s main open space as well as the river corridor itself.

Public Riverfront Continuity

The effort by Mayor Ruth Bascom and others to build Eugene’s riverfront trail system is considered a great political accomplishment. Numerous interviewees recognized that this extraordinary public amenity is one of Eugene’s greatest strengths, and that the master plan should work to improve this amenity. One design consultant noted that “it takes some cities a 100 years to acquire what Eugene has already got.”

- *“This could be a place for urban-oriented people to get closer to nature and nature-oriented people to access amenities. It’s win-win.”*

Willamette River Water Trail

Why can’t a boater stop in the City of Eugene? According to the Willamette Riverkeeper’s River Trail maps, the EWEB riverfront is most notable as a place to “watch for standing waves.” Many interviewees with recreational concerns questioned whether the EWEB site could incorporate a safe access point and take-out for river users, but these interviewees agreed that it could be a terrific addition to the Willamette River Water Trail.



ECONOMICS & FEASIBILITY

A Successful, Achievable Project

There is an overwhelming wish for “success” with the riverfront redevelopment. Many in the community recognized that Eugene has not been successful in its recent development efforts and that we “rarely get the kind of development we want.” Another noted the community’s seemingly “insatiable desire for planning,” though these efforts are seen as disconnected and rarely result in good outcomes. Many see the redevelopment of the riverfront site as an incredible opportunity for Eugene to take a step forward and “do something we can be proud of.”

Almost every community member interviewed expressed a desire for public amenities serving the riverfront. These requested amenities included large public open spaces, event venues, the daylighting of the Millrace, publicly funded museum space, a new pedestrian bridge, and a Downtown trolley system, among others. Few interviewees had a strong sense of where the funding for these projects would come from. More than one community member noted that “there is a place for public investment in leveraging private investment,” and several development interviewees felt strongly that some form of public funding would be needed to implement a redevelopment project on the EWEB site. This is in part due to the fact that the community has many ideas about public amenities that will be available on the site, but also because several developers felt that “the cost of delivering [the] product will exceed what [Eugene’s] market will bear.” It was advised by members of the community and development interests that the riverfront’s redevelopment lead with public amenities and let development follow.

- *“The riverfront site is a great opportunity to generate taxable value for the whole community.”*
- *“Building in the maximum flexibility should be the goal.”*
- *“The master plan needs to have viability. The community needs to internalize that EWEB is not going to donate this site.”*
- *“More important than anything is that we have a success.”*
- *“Eugene is so much better at following through on what we don’t like than on what we do.”*
- *“This is a huge opportunity, period.”*

Local Capacity and Expertise

Development interests from around the region felt strongly that utilizing local development talent would be a good idea. There was a strong sentiment that local developers would have a good sense of how to navigate the political structure and public process in Eugene. Several development interests noted



that neither EWEB nor the City of Eugene would be an appropriate developer for the project, given the challenges and EWEB's lack of experience with successful redevelopment projects and the City's past difficulties.

Flexibility

Community and development interests noted that the master plan should be flexible enough to allow for multiple developers or a single master developer to redevelop the site. It was also repeatedly noted by members of the community and developers that the market would determine appropriate use. Some developers noted that many "unachievable" projects include the zoning for uses that cannot be supported by the market. For example, the C-2 zone requires ground floor retail, but the EWEB site will only support limited retail, which could make C-2 zoning on the EWEB site a potential barrier to redevelopment from the start.

Shared Burdens

Several interviewees noted that cooperation and collaboration among adjacent neighborhoods could allow the riverfront, 5th Street Market Area, Courthouse District, Riverfront Research Park and Downtown core to share the burden of costly infrastructure. Several interviewees expressed frustration and dismay at the fact that such cross-project collaboration is so rare.

This shared-burden strategy was often raised when the conversation turned to parking—which many interviewees understood to be a requirement and tremendous challenge given the site's area, existing below-grade utilities, and access constraints. A parking structure sited adjacent to or on the EWEB property but serving multiple areas was one suggested solution. Some interviewees suggested this parking be located on former Motor Pool Lot at 4th and High Streets; there, it could serve the riverfront, Skinner's Butte neighborhood and 5th Street retailers and restaurants. Another often-proposed location was the City-owned lot to the east of the Federal Courthouse, where a parking structure could be integrated with a wrapper of ground-floor retail or commercial and serve the Courthouse District, Franklin Boulevard corridor, and riverfront.

Some community members were convinced that structured parking would be necessary for the riverfront redevelopment to succeed. Development interviewees stated that rents in Eugene are not high enough to support structured parking, and that a public-private partnership is the only way a parking structure will pencil. Other interviewees warned that publicly subsidized parking would face stiff public opposition.



Several interviewees expressed concern about any above-grade parking structure in the vicinity of the riverfront. In these cases, below-grade parking was proposed on the same two sites or on the EWEB site to the west of the Ferry Street viaduct. Others felt strongly that this site could present an opportunity to implement model of a “car-free development” in Eugene. It was suggested that parking ratios could be reduced if bike- and transit-friendly demographics were to be targeted (e.g., students and retirees).

Public Financial Support

Development that focuses on the river and the water will draw people in. Development and community interests felt that focusing on the public spaces and public riverfront redevelopment would be the most appropriate means of generating public support for the project. Some believed this would also present an opportunity for a parks bond or public funding that would allow for the public amenities envisioned on the site. Many interviewees recognized the high cost of public infrastructure and amenities and asked about where the money would come from. Community members dreamed big, but they also stepped back and said, “I want a realistic plan.”

There is currently little evidence expressed by staff that the City of Eugene or EWEB are willing to support the costs of public improvements, such as a riparian edge enhancements, public park, streets, utilities, railroad noise mitigation through controlled crossing systems. City staff indicate that due to budget constraints, significant public investment on the project would require outside funding, such as a bond measure. City Councilors have been unable to comment on the project due to legal issues: they will serve in a judicial capacity when they evaluate whether the final master plan meets the criteria of the Downtown Plan. EWEB Commissioners are working to balance their responsibilities to the river, the community, and the ratepayers. Proceeds from the sale of the riverfront property will help pay down the bond for the Roosevelt facility.

Perceived Barriers to Development

Access is a key component of a successful redevelopment and the EWEB property is challenged by its location to the north of Eugene’s rail line. While initial traffic estimates show that two at-grade crossings should be sufficient for the peak-hour trips that even a fully redeveloped site could generate, development interviewees and community members expressed concern that these would not be sufficient.

Interviewees also noted that zoning and feasibility need to be aligned to set the stage for a successful project. Development interests felt the master plan should



remain as flexible to the changing market as possible, and that zoning should not mandate uses which cannot be supported.

Proximity to an active rail line, especially on the interior portion of the property closest to downtown, was noted as a likely challenge for housing. However, as exemplified by successful mixed-use, urban housing projects in Portland and other cities, the presence of an active rail line should not be a significant encumbrance, especially if a “quiet zone” is created. Members of the community noted that this would be one way in which the EWEB Riverfront Master Plan could benefit all of Eugene.

A lack of sufficient surface parking and a market that does not support the construction of structured parking was another often-noted barrier. A subsidized or shared parking structure and reduced parking ratios were two solutions often offered.

Eugene’s reputation within the development community also present a challenge. Development and community interviewees agreed that Eugene is not development-friendly and that Eugene has a negative attitude towards growth. This attitude was documented to some degree in the 1998 City of Eugene Growth Management Study, which found that Eugeneans’ first growth preference was to “Recycle Eugene.” Their second preference was to “Discourage Growth.” “Encourage Growth” was ranked fourth of four options, by a wide margin. However, the community’s preference to “Recycle Eugene” offers a testament to the community’s desire for renewal with a particularly local orientation. Developers also note that there is also a small, committed community of businesses, residents and local politicians who support growth.

Many development interviewees also believed that some elected officials lack knowledge of how downtowns work and redevelop. They expected that significant education will be needed and that the project will need strong, local champions.

Master Plan Process

Participants had a variety of recommendations, including:

- Gather a wide variety of input before settling on one draft option
- Include a diversity of participants by removing barriers to participation, such as physical ability and language
- Outreach to a broad community, beyond the usual meeting-goers
- Provide ample opportunity for public testimony and capture all comments in meeting minutes



- Provide public access to all background materials, final products, and meeting minutes
- Conduct walking tours of the site to increase understanding about the project
- Get consensus on the facts
- Include elected officials in public meetings

* * *



REFERENCES *[INCOMPLETE]*

SUSTAINABLE URBANISM

City Sustainability Commission Work Plan FY10 and First Annual Report, 2009

Eugene Climate and Energy Action Plan, 2009

City of Eugene Environmental Policy, July 2009

Growth Management Study and Council-Adopted Growth Management Policies

Planning Complete Streets for an Aging America, 2009

Eugene Downtown Plan, 2004

The Eugene Comprehensive Lands Assessment (ECLA) is a current study to be complete at the end of 2009 that will determine if Eugene has enough land for projected residential, commercial, retail and open space based on a 10, 20 and 30 – year demand. The study was triggered by the separation of Eugene and Springfield Urban Growth Boundaries. After the Land Needs Determination is complete, the Eugene City Council will choose whether to expand the UGB, do infill/density or a combination of both. EWEB is categorized currently as “committed land,” so it is not currently considered a site for infill/density. If it becomes an infill/density site, it could contribute to the Buildable Land Inventory.

Portland Climate and Energy Action Plan, 2007

ECOLOGY

Aquatic and Riparian Habitat Assessment for Eugene-Springfield Area, Final Report 2002

Oregon Conservation Strategy

This reference provides a state-wide perspective on conservation goals and strategies. The Willamette Valley section helps set the larger context for EWEB. The Conservation Summaries for Strategy Species gives a good overview of special needs, limiting factors and conservation actions for strategy species (e.g. Little Willow Flycatcher) that could be identified for the EWEB site.

Aquatic and Riparian Habitat Assessment for the Eugene-Springfield Area, Sept 2002, prepared for Metropolitan Endangered Species Act Coordinating Team (MECT).

This document is a comprehensive assessment for the Eugene/Springfield Metropolitan area. It includes information about the geographic setting and history, geology, vegetation, streams and waterways, disturbance patterns, wildlife, settlement timelines and conditions, rivers, aquatic organisms, recommendations and maps. The document identifies enhancement priorities. It has a comprehensive glossary of technical terms that is helpful for the lay person.



Map 15, Priority waterways for protection, restoration or monitoring in the document identifies priority reaches for protection on the Willamette and McKenzie Rivers. The EWEB reach is not identified as a priority. A portion of the Canoe Canal is identified as a “stream with high potential for salmonid habitat.” The Eugene Mill Race is not identified as a priority for protection, restoration or monitoring.

Skinner Butte Park Habitat Inventory and Assessment, Sept 2003, Salix Associates

This document describes survey methodology, habitat inventory and assessment and recommendations for the Skinner butte Park near the EWEB site. The report identifies and discusses bird species and riparian plant communities that are directly relevant to the EWEB site.

Willamette Greenway Application for I-5 Bridge

This document is a useful reference to understand the degree of ecological inventory and assessment detail that may be required for a Willamette Greenway application. Note that this application is prepared for a construction phase, not a master planning phase. Some aspects of the detailed ecological assessment in this application are relevant to the EWEB site, specifically the description of aquatic and terrestrial organisms in this reach of the river.

Geotechnical Reports for EWEB Headquarters Building, Operations Facility

Level II Ecological Risks Assessment Report (ERA), June 2009, prepared by Axelrod Environmental Consultants for EWEB, for submission to the Oregon Department of Environmental Quality (DEQ)

This summary report addresses the shoreline area along the EWEB site where the former manufactured gas plant (MGP) facility was located. The report assesses the potential for juvenile salmonids and benthic invertebrates in the Willamette River to be adversely affected by the discharge or seepage of contaminated groundwater in the shoreline area along the site. Surface water represents the “primary pathway for potential exposure to the aquatic ecological receptors to the groundwater discharge or seepage. The concentrations of chemicals of interest (COIs) in surface water samples collected were below conservative screening level values (SLVs) in the DEQ ecological risk assessment guidance...Surface water was determined to be an incomplete exposure pathway for the aquatic receptors and ecological risk from this primary pathway is acceptable....In summary, the findings of the Level II ERA show that there is no unacceptable risk to the aquatic ecological receptors present in the shoreline area. Based on these findings...the Level II ERA report concludes that no further ecological investigation is necessary.” This document also includes a helpful schematic illustration of the Shoreline Conceptual Model.



Lane Council of Governments, Aerial Maps of Historic Vegetation, Topography and Soils, 2009

Map 15, Priority waterways for protection, restoration or monitoring in the document identifies priority reaches for protection on the Willamette and McKenzie Rivers. The EWEB reach is not identified as a priority. A portion of the Canoe Canal is identified as a “stream with high potential for salmonid habitat.” The Eugene Mill Race is not identified as a priority for protection, restoration or monitoring.

Razor Mixed-Use Area Willamette Greenway Technical Memorandum, Jan 2009
This document provides a potential reference point for the EWEB Riverfront's Willamette Greenway permitting process.

Geology and Geography of Alton Baker Park, prepared by Nearby Nature
This document is used to orient Alton Baker Park guides and docents to the geological and geographical history beneath Alton Baker Park. It includes a thoughtful overview of the Willamette River's channel shifting during the last 150 years and summarizes how river-edge habitat has changed as a result of these natural alterations and man-made changes.

IDENTITY

Eugene Downtown Plan, 2004

Downtown Visioning Document, 2000

An Archaeological Assessment of Eugene's Millrace Diversion Dam and Intake for the I-5 Willamette River Bridge Project, 2007

Eugene's Historic Millrace, 1979, prepared in honor of National Historic Preservation Week

BALANCE OF USES

Eugene Downtown Plan, 2004

Eugene Parks and Open Space: Projects and Priorities Plan, 2006

Eugene Parks, Recreation and Open Space Community Needs Assessment Report, 2004

CONNECTION

Willamette River Recreation Guide

Eugene Parks and Open Space Plan

Willamette Riverkeeper Water Trail Map

City of Eugene Traffic Flow Maps, 2007

Eugene Courthouse District Traffic Study, 2003



Peak Hour Traffic Counts for Downtown and Courthouse District, prepared by
DKS Associates

Skinner's Butte Habitat Inventory and Assessment, 2003

East Alton Baker Park Master Plan, 1996

Eugene Downtown Plan, 2004

Eugene Downtown Visioning Document, 2000

Courthouse District Concept Plan, 2002

Project Overview: UO and TC Eugene New Building Project: 800 Riverfront
Parkway, June 2009

Walnut Mixed-Use Area, Conceptual Documents, 2009

Eugene-Springfield Metro Plan, 2004

VIABILITY

City of Eugene Growth Management Study, 1998

City-Adopted Growth Management Policies

Infill Compatibility Standards, 2009

Eugene Comprehensive Lands Assessment, 2009

Eugene City Code

City of Eugene Parking Analysis, 2002

Willamette Greenway Regulations Overview, 2008