

Rowell Brokaw  
Architects



CAMERON  
McCARTHY

LANDSCAPE ARCHITECTURE & PLANNING

# Eugene Downtown Riverfront Specific Area Plan

FOR CITY REVIEW - DECEMBER 2012





## Acknowledgements

From June 2009 to June 2010, the Eugene Water & Electric Board (EWEB), in partnership with the City of Eugene, completed a master planning and public engagement process for the 27-acre EWEB Riverfront property—Eugene’s Downtown Riverfront. This multi-year planning process for the redevelopment of this important place in Eugene was guided by a jointly-appointed Community Advisory Team, an extensive public involvement process that included more than 1,000 community members, and a multidisciplinary team of design consultants led by Rowell Brokaw Architects. By June 2010, the EWEB Riverfront Master Plan had received consensus approval from the Community Advisory Team and also the unanimous approval of the EWEB Board of Commissioners. In November 2010, Cameron McCarthy Landscape Architecture & Planning teamed with Rowell Brokaw Architects to lead the land-use applications phase charged with implementing the approved master plan. In addition to support from numerous City staff departments and EWEB staff, the following agencies and individuals have contributed their expertise and time to the development of the EWEB Riverfront Master Plan, the Downtown Riverfront Special Area Zone, and the Downtown Riverfront Specific Area Plan:

### Community Advisory Team

Anita van Asperdt  
 Dave Hauser (co-chair)  
 Thomas Hoyt  
 Mark Johnson  
 Pat Johnston (co-chair)  
 Desiree Moore  
 Dean Papé  
 Mary Unruh  
 Gary Wildish

### Eugene Water & Electric Board

Kevin Biersdorff, Project Manager, Land Use Phase  
 Mark Oberle, Co-Project Manager, Master Planning Phase  
 Jeannine Parisi, Co-Project Manager, Local Government  
 and Community Outreach  
 Debra Smith, Director of Employee, Customer and  
 Community Services  
 Vicki Maxon, EWEB Recorder

### EWEB Board of Commissioners

John Brown  
 Bob Cassidy  
 Rich Cunningham  
 Joann Ernst  
 John Simpson  
 Roger Gray, General Manager  
 Randy Berggren, General Manager (retired April 30, 2010)

### City of Eugene

Gabe Flock  
 Tom Larsen  
 Nan Laurence

### Master Planning & Public Involvement 2009-2010

#### Rowell Brokaw Architects

John Rowell, AIA, Principal  
 Kaarin Knudson, Assoc. AIA, Project Designer & Project Manager  
 Lorri Nelson, AIA and Assoc. ASLA, Landscape Architect  
 with

PWL Partnership Landscape Architecture & Planning  
 WRT/Solomon E.T.C.  
 Cogito Public Involvement  
 Leland Consulting Group  
 Interfluvio River Restoration  
 KPFF Engineering  
 Glatting Jackson Kercher Anglin/AECOM  
 UBC Greenskins Lab  
 Innovative Landscapes Consulting & Madrona Consulting

### Land Use Consulting Team 2010-2012

#### Cameron McCarthy Landscape Architecture & Planning

Colin McArthur, AICP, Principal and Project Manager  
 Larry Gilbert, ASLA, Principal  
 Lev Parker, Associate  
 Zach Rix, Associate  
 and

#### Rowell Brokaw Architects

John Rowell, AIA, Principal  
 Kaarin Knudson, Assoc. AIA, Project Designer & Project Manager  
 with

Cogito Public Involvement  
 Kittelson & Associates Transportation Engineering  
 Leland Consulting Group  
 Mark Miksis Development Consulting  
 Mark Greenfield, Land Use Attorney  
 Innovative Landscapes Consulting



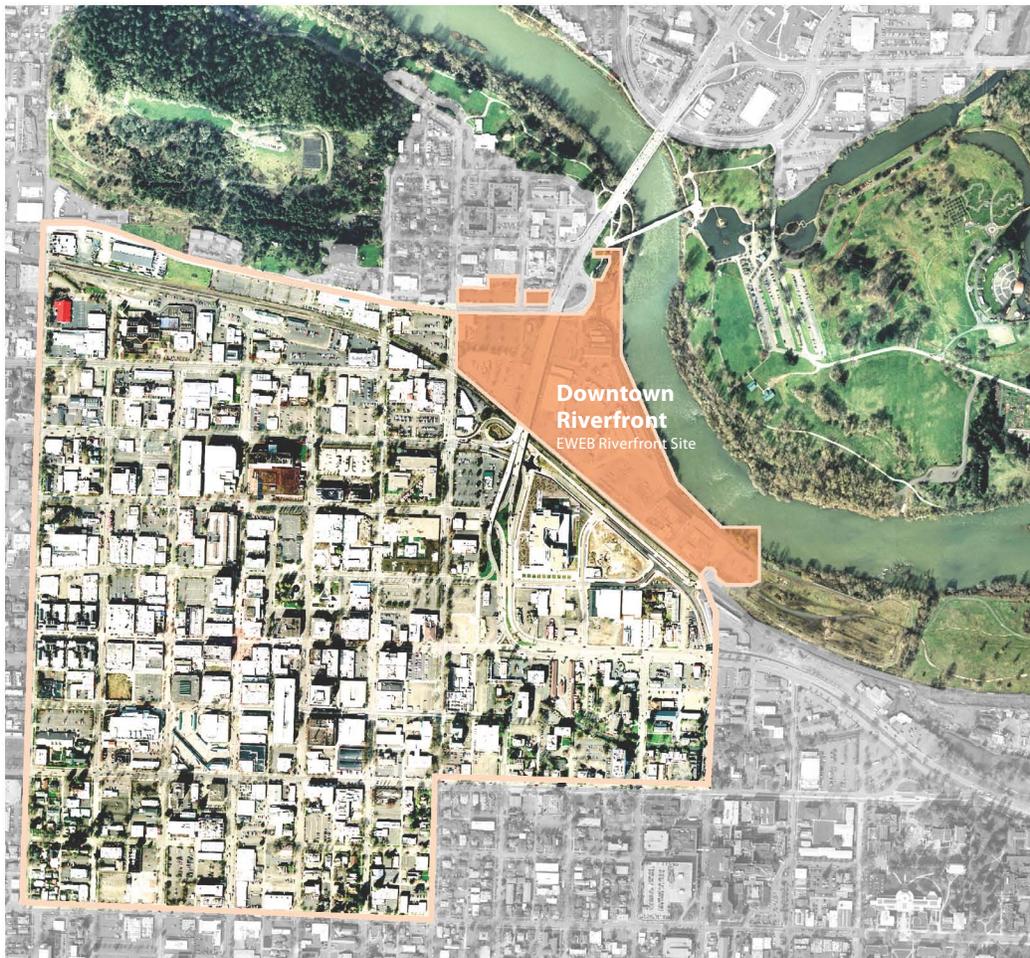


FIGURE 1-1

# 1. INTRODUCTION

## A. OVERVIEW

For decades, Eugene has aspired to gracefully reconnect its downtown with the Willamette River. At the only location where the city center reaches to the river's banks, the Specific Area Plan for the Downtown Riverfront seizes this opportunity.

The fundamental vision for the redevelopment of Eugene's Downtown Riverfront includes a balance of sustainable redevelopment, ecological repair, and a high-quality public realm. The 27-acre Downtown Riverfront is envisioned as a vibrant, mixed-use neighborhood that utilizes green design principles and teaches about our community's history along this stretch of the Willamette. It seeks to implement several long-range growth-management policies that emphasize infill development, mixed-use, public access, and sustainable redevelopment strategies. This vision includes 8 acres of public open space, new construction, adaptive re-use, pedestrian-oriented streets and paths connecting Downtown Eugene to the Willamette River, accessible public amenities, and a Cultural Landscape that displays Eugene's ecological, social, industrial and civic history.

The Downtown Riverfront Specific Area Plan is a policy document that provides basis for the content of the Downtown Riverfront Special Area Zone (S-DR). This plan summarizes the content and public design process completed by the EWEB Riverfront Master Plan, and it gives form and specificity to the goals and principles outlined by the 2004 Downtown Plan. This Specific Area Plan for the Downtown Riverfront includes a physical framework for redevelopment and form-based guidelines that shape the public realm, as well as use requirements and design elements needed to achieve the community's vision of a rich and vibrant riverfront district.

This plan provides a framework that builds certainty about the future of the riverfront property's redevelopment. It is specific where necessary and also flexible enough to allow the community's vision to be realized in different ways. The plan outlines the principles, context, objectives, recommendations, and requirements from the completed master plan, as well as the public design process completed to arrive at this vision. Descriptions of design intent are included to provide the basis for adjustment criteria and future design decisions.



**FIGURE 1-2**  
**DOWNTOWN RIVERFRONT**  
**ILLUSTRATIVE PLAN IN CONTEXT**

## **B. PLANNING AREA**

The Eugene Water & Electric Board's riverfront property includes 27.8 acres of land with river frontage that reaches from the DeFazio Footbridge to the western edge of the UO Riverfront Research Park property, near the Hilyard Street connection to the Riverbank Trail. The EWEB property's existing zoning is public land, industrial, and residential, with water resource (WR), site review (SR) and transit-oriented district (TD) overlays.

The EWEB riverfront property forms the northeastern edge of Downtown Eugene, and is adjacent to the 5th Street Market District, historic Skinner Butte neighborhood, Federal Courthouse District, and UO Riverfront Research Park. Alton Baker Park is directly across the Willamette River.

Existing structures on the riverfront property include the 100,000sf EWEB Headquarters Buildings, 43,000sf Operations Warehouse, 17,800sf Vehicle Repair Shop, 21,000sf Communications and Equipment Repair Building, 18,600sf Midgley's Building, and 20,000sf Steam Plant. The southeastern end of the property holds the Willamette Substation and the former manufactured gas plant (MGP) site, both of which will remain in EWEB ownership.

## **C. PROJECT CONTEXT**

The EWEB riverfront site is unique in its relationship to Eugene's Downtown, being the only portion of the Downtown Area to reach the Willamette River. For more than 20 years, planning documents and community efforts have identified this property as the best place to reconnect the city with the river, and to create a downtown riverfront district that is unique to Eugene. In the 2004 Downtown Plan, this vision was captured in the four Riverfront Criteria that directed the development of the EWEB Riverfront Master Plan.

The EWEB property is also part of one of the most extensive open space amenities in the region: a string of public parks and continuous riverfront trails that run for more than 17 miles along the Willamette River. The acquisition of significant downtown riverfront open space (3-5 acres) holds a Priority Level 1 in the City's 2006 Project and Priority (PROs) plan, which identifies parks and open space priorities on a scale of 1 to 5. Priority 1 projects are the top priority and are targeted for completion within five years of the plan.



**FIGURE 1-3**  
**DOWNTOWN AREA HOUSING**  
**DIAGRAM FROM 2004 DOWNTOWN PLAN**

### **D. REDEVELOPMENT OPPORTUNITY**

Implementation and phasing of the plan can be accomplished in a variety of ways depending upon the interests of the City and community, the needs of EWEB, and private development demand.

The plan allows for gradual redevelopment of the site and the phasing of site improvements. The success of the redevelopment plan is tied to elements within EWEB's control, located within the 27-acre site. Elements off-site that are not controlled by EWEB, such as a daylight Millrace or a new pedestrian bridge to Alton Baker Park, are allowed by the framework, but the plan is not contingent upon them.

The connection of 5th and 8th Avenues to create the proposed "Riverfront Street" and the development of new public open space with the associated bike path improvements are the most important initial steps toward the implementation of the complete vision. Edge properties are already served by existing infrastructure and may be redeveloped first, but the new street makes the riverfront open space and redevelopment blocks accessible, and public amenities are likely to build community value and confidence in the project. The plan allows these priorities to move forward independently or concurrently.

Other specific elements of the plan can be implemented in any coordinated sequence, and will contribute to the identity, awareness, and momentum of the project. These elements include the adaptive re-use of the Steam Plant, adaptive re-use of the Operations Warehouse, interpretive sites, and the redevelopment of the blocks along 4th Avenue, among others. The plan allows the interim use of several existing buildings, and offers interim parking strategies that encourage "pioneer development" on the riverfront property.

The crux of the vision is a combination of new riverfront open space, public access, Restaurant Row and the riverfront boardwalk, new residential capacity, and a backdrop of active, urban buildings at the heart of the site. Without these elements, the plan is not whole. It will take time and patience to accomplish these outcomes, but the community's intention is clear. Some of the blocks, including those near the viaduct and along the railroad, may take longer to redevelop, but the vision can be complete and self-sustaining once the core elements of the plan are in place.

## 2. PLANNING PROCESS

### A. MEMORANDUM OF UNDERSTANDING

In 2007, to prepare for the relocation of EWEB's operations to the Roosevelt Operations Center in West Eugene, EWEB and the City of Eugene signed a Memorandum of Understanding (MOU) that outlined a master planning and public involvement process that would be completed for the EWEB site before any vacated portion of the yard could be sold or used for a non-utility use.

### B. COMMUNITY ADVISORY TEAM (CAT)

The Eugene City Council and EWEB Board of Commissioners jointly appointed a Community Advisory Team (CAT) to guide the master planning process in 2008. This nine-member team included Dave Hauser, Thomas Hoyt, Desiree Moore, J. Dean Papé, Gary Wildish, Mark Johnson, Pat Johnston, Mary Unruh, and Anita van Asperdt. Together, the CAT brought a diversity of community interests, professional backgrounds, and areas of expertise to the project.

The Community Advisory Team held its first meeting in July 2008. Its first order of business was to establish operational ground rules and a decision-making process. The team agreed to a consensus model of decision-making, and established a back-up decision-making process in the event of an impasse. CAT meetings were listed in weekly public meeting notices and open to the public. Public comment periods were included at the beginning of each meeting to enable the participation of interested members of the community.

In fall 2008, the CAT began the development of an RFP/RFQ process to solicit architectural teams to serve as consultants to the project. The RFP/RFQ was released at the end of October 2008 and Rowell Brokaw Architects was selected as the design consultant by consensus in January 2009. The project's integrated design team included locally and internationally recognized expertise in landscape architecture, sustainable design, urban design, river restoration, participatory design processes, economic development, ecology, transportation, and riverfront design.

### C. PUBLIC INVOLVEMENT

The master planning process for the Downtown Riverfront required an authentic and extensive public involvement plan to guide the development of a community-supported vision. This required a high-quality process, responsive design team, and the deep integration of public input with the project's design and decision-making.

The public involvement process was conducted according to the Core Values of the International Association for Public Participation (IAP2), and was approved by the Community Advisory Team by consensus at the outset of the project. This approved Public Engagement Plan established that the process would be:

- **Meaningful:** Input will be timely and have the opportunity to affect outcomes
- **Accountable:** People will have the opportunity to know how their input was used
- **Inclusive:** Reach for input beyond those who regularly attend downtown meetings
- **Transparent:** Decisions are public and materials are available on the website
- **Realistic:** Educated about the project constraints, objectives, and parameters
- **Outcome-oriented:** Purpose of public process is to achieve an adopted plan

For this highly visible planning effort, a variety of public involvement strategies were used:

- Community Advisory Team – public biweekly work sessions
- Extensive Interviews with local experts and advocates
- Issue-Specific Focus Groups about transportation, site ecology, sustainable urbanism, arts, history & culture
- AIA/Community Design Charrette
- Four Large Public Events
- Speaking Engagements at Civic Groups
- Outreach with Visual Displays at Community Events
- Site Tours
- Outreach to Accessibility, Communities of Color, Youth
- Project Website ([www.eugeneriverfront.com](http://www.eugeneriverfront.com))
- Media coverage (newspapers, newsletters, television, radio)

## D. DESIGN PROCESS

### June - August 2009

The design process began with substantial research, site visits, and more than 125 stakeholder interviews to develop an understanding of pivotal issues and community visions related to the riverfront. Material from this research phase was presented in biweekly work sessions with the Community Advisory Team. The consensus approval of seven Guiding Principles gave additional definition to the work and documented the CAT's shared values. A set of project assumptions established critical physical constraints to the design process, and a series of use scenarios to test the plan's flexibility were also approved by consensus.

### September 2009-January 2010

At the first major public event in September 2009 (attended by 150 people), the design presentation focused on site context, history, vision, and what types of elements a master plan can control. The following weekend, Rowell Brokaw Architects led a pro bono design charrette with the support of the local AIA-SWO chapter. The design team then developed several design alternatives that were consistent with the CAT's Guiding Principles, Downtown Plan criteria, and preliminary input from the public.

In November 2009, a series of design options were presented at a second public event (attended by 200 people). Hundreds of comments were collected and reviewed by the design team following the small and large group discussion at the event. Strong public support for several themes had emerged:

- Make it a mixed-use, urban riverfront
- Integrate the river and city environments
- Improve connections and access for all
- Create new habitat and open space
- Celebrate the history of the site
- Allow for future amenities like Millrace
- Provide places for people to gather
- Include a new connection to Alton Baker
- Create something unique, authentic

### January - March 2010

The single design option was then developed with additional input collected at community presentations and meetings with the local human rights committee on accessibility (HRAC). The single design adjusted the location of the primary street and included a vision for the public open space defined by native plant communities, habitat enhancement and public gathering space. The creation of public amenities along the riverfront was emphasized, and opportunities to "touch the water" were removed in response to concerns for safety along the swift river edge. An independent ecological assessment of the design was also completed, and the final design was found to be largely consistent with its recommendations.

When the single design option was presented to 300 people on March 3, 2010, more than 80% signaled their approval using electronic polling devices that were given to all in attendance. On May 9, 2010, after two final months of additional refinement and work sessions with the CAT, the final design was presented at Open House event on the EWEB site. Approximately 200 people attended to see the completed plan and tour the site.

## E. MASTER PLAN APPROVAL

### April - June 2010

By the time the project was complete, more than 1,000 community members had actively participated in the development of the design. The master plan received consensus approval from the Community Advisory Team on April 28, 2010. The plan was then unanimously approved for adoption by the EWEB Board of Commissioners on June 1, 2010.

## F. LAND USE PHASE

The Board-approved master plan for the EWEB site articulates a shared vision for the redevelopment of a vibrant, green, mixed-use neighborhood along Eugene's Downtown Riverfront. The plan's framework includes 8 acres of public open space, dramatically improved public access to the riverfront, new redevelopment blocks at the heart of the city, and specific design elements that teach about our river, our history, and our city (see Chapter 3: Vision).

### November 2010-December 2011

To codify the master plan, a second phase of work was contracted to develop a new Special Area Zone, associated plan amendments, and this Specific Area Plan.

# DESIGN DEVELOPMENT

## June 2009-May 2010: Graphic Summary

**Board Book**  
6/18/09  
**CONSENSUS**  
September 2, 2009

**EWES RIVERFRONT MASTER PLAN**  
**GUIDING PRINCIPLES**

The following is a draft, working document that has been reviewed by the Community Advisory Board (CAB) for general feedback and discussion. It is not intended to be a final plan, but rather a starting point for discussion and development of a final plan.

**SELECT PLANNING OBJECTIVES**

1. Create a vibrant, walkable, and transit-oriented community that is a mix of residential, commercial, and public uses.

2. Enhance the riverfront as a public space and recreational area.

3. Improve the quality of life for the community by providing a mix of housing, employment, and public services.

4. Create a sense of place and identity for the community.

5. Enhance the community's resilience and ability to adapt to change.

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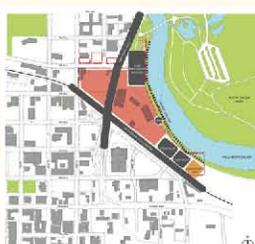
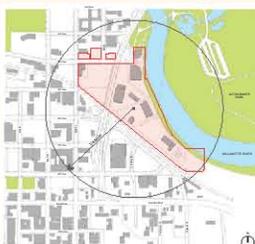
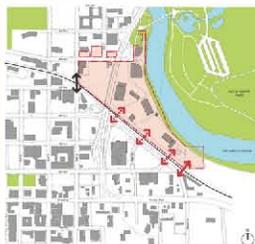
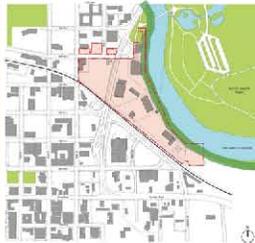
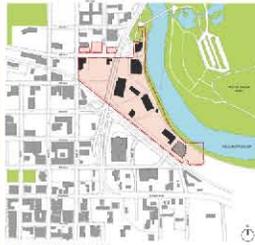
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**CONSENSUS**  
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**DESIGN OPTIONS FOR REVIEW** ----- **EMERGING FRAMEWORK** ----- **FINAL DRAFT**  
NOVEMBER 2009 ----- FEBRUARY 2010 ----- MARCH 2010 ----- MAY 2010

## 3. VISION

### A. RIVERFRONT CRITERIA

The planning for the redevelopment of the EWEB Riverfront Property began with the four Riverfront Criteria laid out in the 2004 Downtown Plan. The Downtown Plan states that the plan for the Downtown Riverfront will be evaluated for consistency with the following criteria:

1. Create a “people place” that is active, vibrant, accessible and multi-use.
2. Provide appropriate setbacks, deeper where environmental or habitat issues are more critical, shallower in other areas.
3. Incorporate appropriate building and site design techniques that address environmental concerns.
4. Incorporate an educational aspect, so that our riverfront improvements teach us about our river, our history and our city.

### B. GUIDING PRINCIPLES

The Community Advisory Team approved a vision statement and a set of seven Guiding Principals to inform the master planning process for the Downtown Riverfront. The riverfront planning process was structured to meet these principals, meet the Riverfront Criteria, and address the requirements of the 2007 MOU between EWEB and the City.

#### Vision Statement

The vision for the redevelopment of Eugene’s Downtown Riverfront is based upon the understanding that our community’s social, ecological, economic and sustainable concerns are interdependent. The redevelopment of the EWEB riverfront property offers the unique opportunity to advance these interests simultaneously for the benefit of all Eugene, and to revision our Downtown Riverfront as a place that participates actively and graciously with the community that surrounds it.

#### Sustainable Urbanism

The redevelopment of the EWEB riverfront site should transform the vacated utility property into a thriving, pedestrian-oriented, sustainable community.

#### Balance of Uses

This plan should include a diverse mix of public and private spaces, with a variety of uses and opportunities layered within each.

#### Connection

The plan should reconnect the city with the river, and extend the riverine landscape into the city.

#### Ecology

Ecological objectives should focus on education and habitat enhancement, and direct efforts toward the creation of a managed, functioning ecology along the Downtown Riverfront.

#### Identity

A 9-acre Cultural Landscape that teaches about the history, ecology, art, and industrial heritage of the riverfront. It is welcoming and accessible to all.

#### Economics

The plan should contribute to the vitality and economic sustainability of Eugene.

#### Feasibility

Feasibility should be considered in terms of existing conditions, standard practices, political climate, and community support for a project.

## C. KEY DESIGN CONCEPTS

The following design concepts describe how the Guiding Principles were translated into a specific design direction:

### An Interdependent and Sustainable City

The redevelopment of the EWEB's riverfront property models green strategies and demonstrate balanced, environmentally conscious, economically viable redevelopment. To contribute to the development of a more sustainable city, the plan recommends a focus on green infrastructure, natural systems, residential capacity, and energy-efficient design with the redevelopment of this property.

### A Great Loop

The plan creates a "Great Loop" by connecting Eugene's Great Streets through the riverfront property, establishing a quality of public access and civic structure that benefits the entire city.

### Urban Repair & Habitat Enhancement

In re-purposing this impervious utility yard as a pedestrian-oriented neighborhood and public open space, the plan repairs a defining piece of Eugene's urban fabric and reconnects the city and the river.

### Interwoven Habitat: An Undulating Edge

Rather than employing a boilerplate setback on a previously developed site, the plan blurs the boundary between the natural and urban environments. Native vegetation reaches into the city, and green redevelopment offers a connection to the river. All new construction will be set back farther than 100' from the top of bank, and the design also pulls the river landscape deeper into the site at three locations: the "green extension" of 5th Avenue, Millpond Swale, and Pollinator Prairie.

### Special Place: A Cultural Landscape

The 2004 Downtown Plan describes the need to support and maintain the "special places" in our city, including the Willamette River, nearby open space, and historic properties like the Steam Plant. This plan delivers on a community-inspired wish to reveal the history imbedded in this site, and to create a special place for people to enjoy along the Downtown Riverfront.

### Allow for Future Opportunities

Extensive community outreach revealed other adjacent opportunities (e.g., a daylight Millrace, Downtown Quiet Zone, additional at-grade railroad crossings, and a new pedestrian bridge to Alton Baker Park) that could be coordinated with the redevelopment of the EWEB site. The plan does not require these elements, but it also does not conflict with the realization of these goals in the future.

## D. OBJECTIVES + CRITERIA

The redevelopment of the Downtown Riverfront (EWEB) property should accomplish the following objectives:

### Connect Public Spaces

Maintain and enhance a continuous and diverse public realm through a network of streets, paths and public open space, including parks, promenades and plazas along the riverfront. Each development effort should contribute to the creation of a cohesive, activated public realm.

### Encourage Variety & Diversity

Include a vibrant mix of uses and a variety of housing types that support a more diverse, active Downtown Riverfront. A variety of housing and building types should support a diverse population and promote an active, vibrant 18-hour neighborhood. Mixed-use development may be either horizontal or vertical, depending on the scale and intensity appropriate for a specific sub-area.

### Create High-Quality Open Space

Design the open space system to serve as a city-wide resource, and celebrate the city's relationship with the Willamette River.

### Create Active, Green Streets for People

Introduce ground-level activities and spatial relationships that enliven streets and public spaces, and connect the landscape character of public open spaces with the public rights-of-way when applicable. Create a pedestrian-friendly street network.

### Establish View Corridors

Maintain and enhance views to the riverfront park and river.

### Promote Excellence in Design and High-Quality Development

Guide building form and uses to reinforce the active, public character of streets, open space and riverfront amenities. Each site, building and street improvement should be treated as a long-term contribution to the overall quality of the city center. Exterior design and building materials shall exhibit both the permanence and quality appropriate to an urban, mixed-use district.

### Connect to History

Reinforce the spatial characteristics of the Downtown Riverfront's unique setting, recognize its layered history, and build on cultural and historic assets without being historicist.

### Model Sustainable Redevelopment

Support a lively, mixed-use, multi-modal neighborhood that integrates people, urban habitat, natural systems, green infrastructure, and green architecture. Site development and infrastructure should reflect a commitment to sustainability, and to a healthy, green community.

## E. FRAMEWORK + ESSENTIAL FEATURES OF THE PLAN

The approved plan for the redevelopment of the Downtown Riverfront is a physical framework that includes essential features that give definition to the community-supported vision.

The framework of the approved plan extends the urban structure of Downtown to meet a new crescent-shaped park along the river (a total of approximately 8 acres of open space). The framework creates the structure for the development of individual blocks, public access, and the enhancement of the riverfront open space. It also provides context for the essential features of the plan.

### 1. Framework

By extending the existing urban framework of city streets and city blocks, and developing an arc of open space along the Willamette River, the framework diagram illustrates how the plan physically connects the city and the river. The elements of the framework include:

**A Great Loop** that reconnects the riverfront to Downtown by connecting the Great Streets of 5th and 8th Avenues through the site. This primary street forms a direct and graceful curve through the property, coming closest to the river near the EWEB Headquarters and then swinging away to meet the relocated railroad crossing aligned with 8th Avenue.

**An arc of riverfront open space forms a Cultural Landscape.** This park space includes a new public plaza, public art, riparian enhancement, native plants, educational aspects, the Steam Plant, and a large area of public open space along the Ferry Street axis that provides green infrastructure and could allow for a future connection to the historic Millrace. This landscape is designed with a focus on education and habitat enhancement, and it primarily utilizes native and non-invasive introduced plant species that require minimal supplemental water, fertilization or pest or disease control.

**Secondary streets** follow utility easements and provide the redundant life-safety access that allows Riverfront Street to be closed to traffic during festivals. The street network is public and provides nearly 300 on-street parking spaces to support retail and restaurant uses.

**Well-formed urban blocks** that allow for a wide range of redevelopment programs and support a legible, pedestrian-friendly urban fabric.

### 2. Essential Features

Within the framework, these essential features are fundamental to the approved vision:

**Green streets** that integrate bike and automobile transportation, and include landscaped stormwater treatment and on-street parking to accommodate retail uses.

**A series of interpretive sites** that teach about the history of the Willamette River, Eugene's African-American community, and energy production and water-related industry on this site.

**Restaurant Row, a public boardwalk, and 5th Avenue Plaza** overlook the riverfront open space and create a "vibrant, active, people place" that is a focus of urban activity. Restaurant Row offers a prime location for cafes, restaurants and amenities along the river. Pedestrian passages along view corridors create an open and accessible threshold between the city and the riverfront open space.

**New residential capacity** is a required component of the high-density development envisioned for this site as a whole.

**The continuous Riverbank Trail**, relocated and set back from the top of bank. This allows for the re-grading of the riverfront open space to a gentler slope that will create space for public amenities and improve connections to the water. The pedestrian boardwalk is grade-separated from the adjacent Riverbank Trail to allow for multiple modes to move safely through the area.

**Promotes adaptive re-use** of the Operations Warehouse, Steam Plant and Midgley's Building.

**Pollinator-friendly open space** planted with native plant species on the capped, former manufactured gas plant (MGP) site.

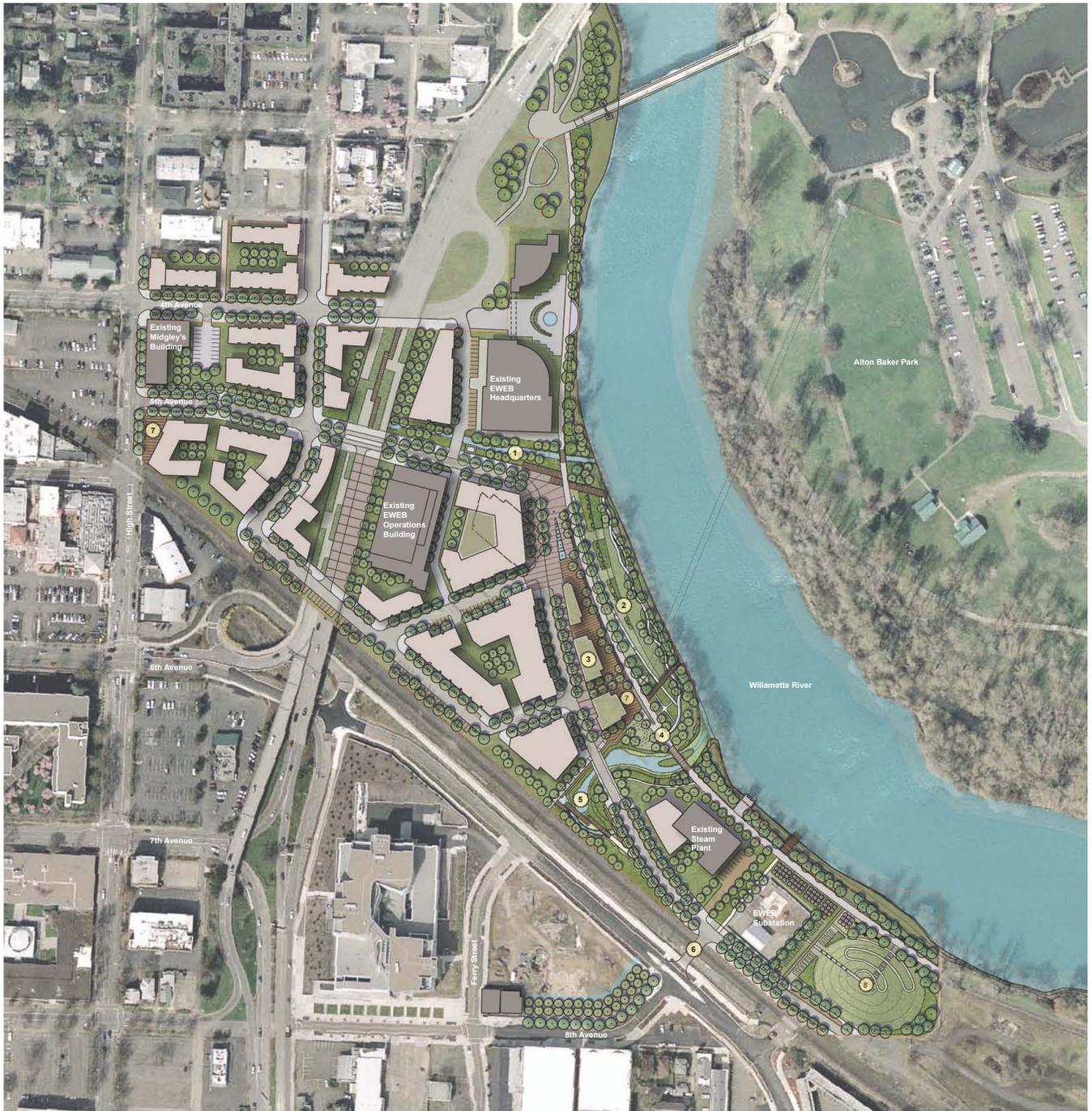


FIGURE 3-1: ILLUSTRATIVE PLAN

1	Bioswales / Green Extension	Public Boardwalk
2	Native Green Space + Riparian Enhancement	Repaired Riparian Zone
3	Restaurant Row w/ Habitat Roofs	Open Space / Native Plants
4	Continuous Riverbank Trail	Public Streets with Bioswales
5	Millpond Swale / Potential Millrace	Bioswale / Possible Millrace
6	At-Grade Railroad Crossing @ 8th Avenue	Existing Buildings
7	Public Boardwalk / Plaza	New Construction
8	Pollinator Prairie + River Overlook	

## F. POLICIES

The following policies articulate the vision for the redevelopment of the Downtown Riverfront.

### General

- New development shall promote the vision of the Downtown Riverfront as a unique, sustainable neighborhood through the implementation of a network of public and private open space areas that include parks, green infrastructure, urban agriculture, enhanced habitat, gathering spaces, and interpretive sites.
- New development shall utilize design strategies and construction techniques that integrate built and natural environments and contribute to the establishment of a high-quality riverfront district that includes urban uses, green infrastructure, cultural landscapes, and open space.
- New development shall contribute to a diverse public realm through an interconnected network of paths, streets, and open space areas.
- New development shall contribute to a mixed-use riverfront district that includes commercial/retail and residential activities and highly accessible public open space.
- New development shall contribute to the establishment of a vibrant, accessible, multi-use Downtown Riverfront by incorporating uses and amenities that invite the community to eat, gather, live, work, and play.

### Urban Design

- New development shall promote an active, diverse, green, mixed-use neighborhood and strive for excellence in site and building design.
- New development shall enliven streets and public spaces by incorporating amenities and active ground-level uses with either a high degree of transparency with commercial uses or a frequency of entries with residential uses.
- New development shall maintain and enhance views to riverfront open space and the Willamette River.
- Building form shall reinforce the active and public nature of streets, open space areas, and riverfront amenities.
- Site, building, and infrastructure design shall contribute to a healthy and livable community by following sustainable development practices to the greatest degree practicable.

### Infrastructure

- Extend the Downtown transportation network to serve the riverfront and safely accommodate pedestrian, bicycle and vehicle traffic along public streets, paths, and accessways.

- Implement the “Great Loop” concept in the EWEB Riverfront Master Plan, which builds on the “Great Streets” concept in the Eugene Downtown Plan, through the provision of a direct and efficient street connection between High Street and 8th Avenue that connects through the riverfront property and provides access to the riverfront open space.
- Preserve and enhance visual connections to the Willamette River through the establishment of View Corridors as shown in the EWEB Riverfront Master Plan in conjunction with the construction of the transportation network (streets, paths, accessways and trails).
- Encourage non-vehicular transportation by accommodating multi-modal pedestrian transportation amenities and through the design of a pedestrian-friendly street network.
- Public streets shall be constructed with green stormwater treatment systems to the extent feasible including, but not limited to, infiltration planters, rain gardens, flow-through planters, and vegetated swales.
- Public streets shall provide on-street parking that support commercial and retail uses and on-street bicycle parking to accommodate non-vehicular transportation.

### Open Space

- Public and private open space areas shall be designed to emphasize connectivity, permeability, diversity, and sustainability.
- Design of public open space areas shall ensure safety and compatibility among adjacent uses and facilities, and comply with City design and development standards and specifications.
- Promote the development of a Cultural Landscape that consists of public green space, interpretive sites, public art, vistas, and historic structures that teach about the history of Eugene’s Downtown Riverfront.
- Use the riverfront landscape to teach about our community’s history, in a variety of ways and at a variety of scales.
- Envision and manage habitat areas as small samples of habitat whose primary purpose is to foster education and demonstrate the potential for ecological enhancement in urban environments, and recognize that, due to their relatively small size and human use impacts, these areas cannot achieve the level of ecological function that is possible in larger, undisturbed habitat areas in non-urban settings.

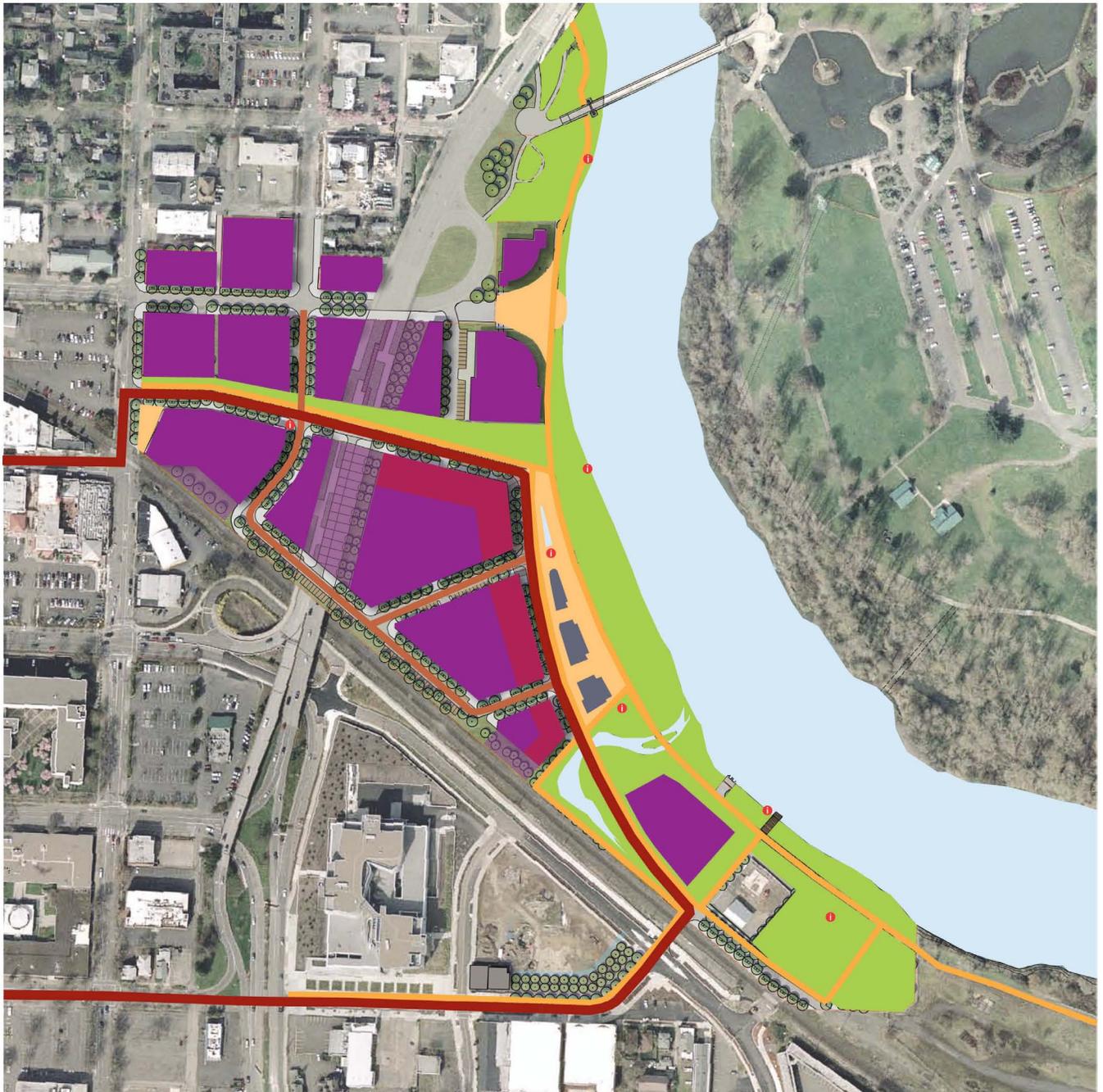
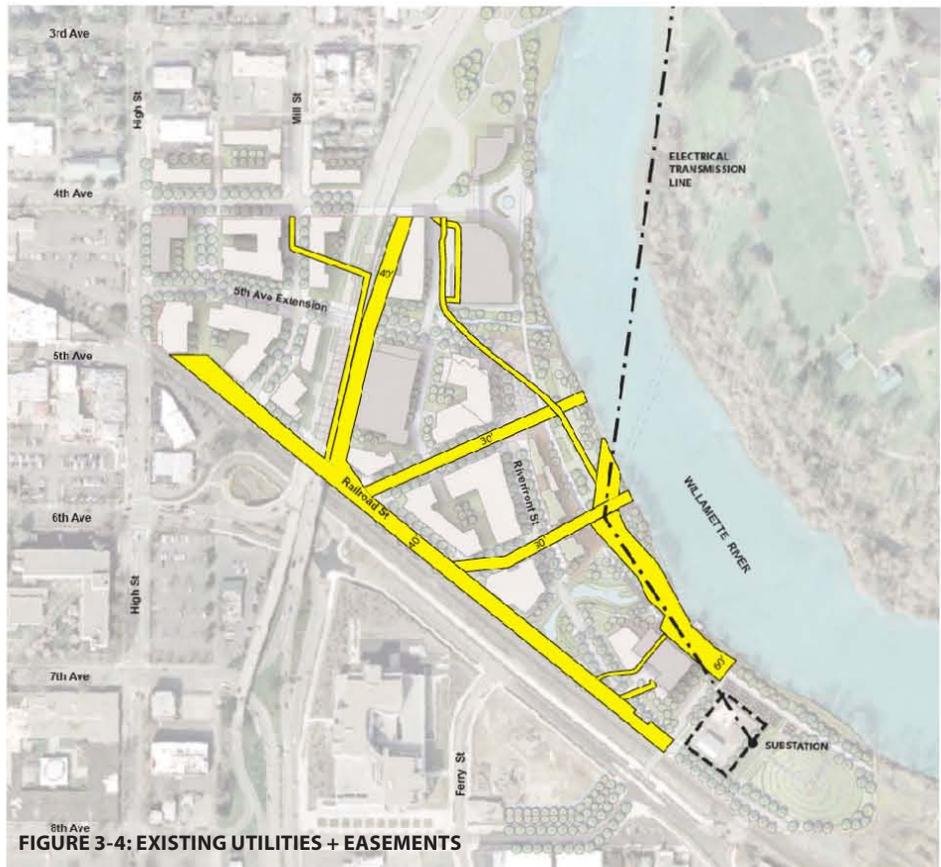
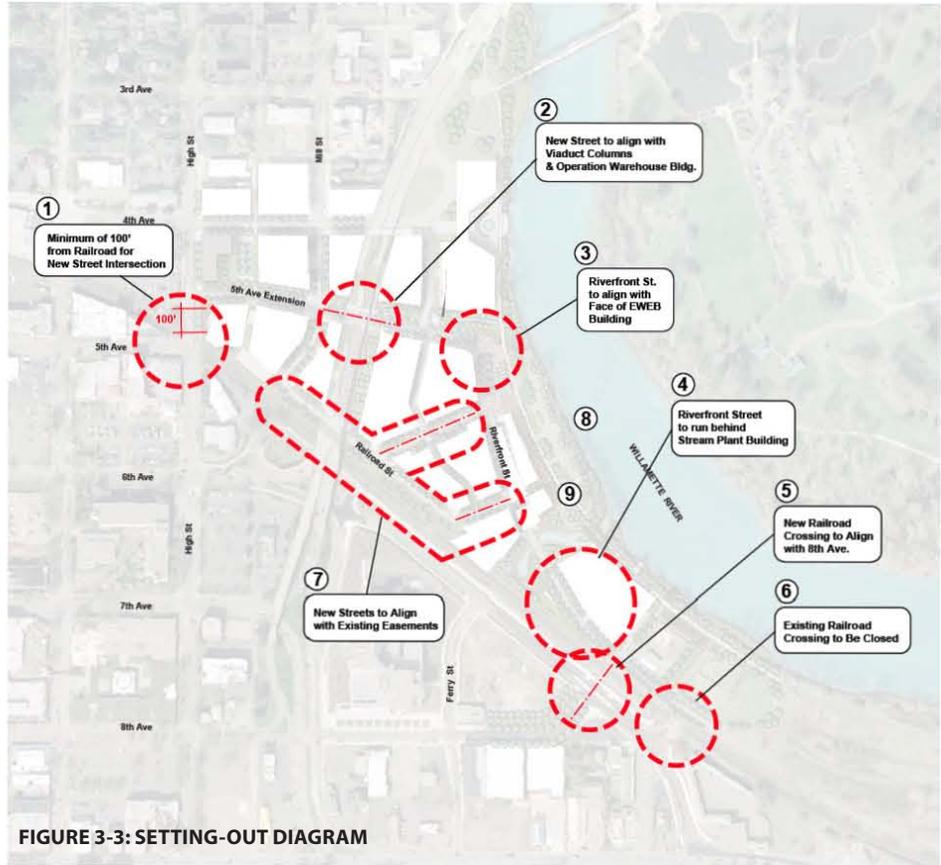


FIGURE 3-2: FRAMEWORK DIAGRAM

- Primary Street / Great Street
- Secondary Streets
- Pedestrian / Bike Paths
- Plazas and Pedestrian Gathering Spaces
- Public Open Space
- Redevelopment or Adaptive Re-use Site
- Residential Requirement
- Restaurant Row
- Interpretive Site



## **G. PHYSICAL CONTEXT**

The Setting Out Diagram illustrates some of the key factors that influenced the development of the plan's urban form, circulation network, and open space:

1. 100' minimum distance on High Street from the railroad crossing to the new 5th Avenue extension for safety and Quiet Zone options.
2. The extension of 5th Avenue runs beneath the existing viaduct, approximately parallel to the face of the existing Operations Warehouse.
3. 5th Avenue reaches no closer to the river than the existing river-side face of the EWEB Headquarters Building.
4. Riverfront Street to run on the south/west side of the existing Steam Plant.
5. The new railroad crossing aligns with 8th Avenue.
6. The existing railroad crossing is relocated from Hilyard Street to 8th Avenue.
7. New secondary streets to coincide with existing underground utilities.
8. The Willamette River exerts strong forces and presents ecological opportunities on this site.
9. The continuous Riverbank Trail system and public open space will be established and maintained.

## **H. EXISTING UTILITIES**

The plan does not presume a blank slate for redevelopment on the EWEB property. The site includes several major utility lines and infrastructure elements above and below grade. These elements are accommodated by the street network and open space framework, or could also be relocated.

## 4. DESIGN GUIDELINES

Form-based and urban design guidelines establish a framework for redevelopment and define uses only as necessary to articulate the vision for the riverfront property's redevelopment. Guidelines address site planning, building form, and the public realm (streets and open space).

As a whole, the design guidelines:

- Promote redevelopment that fulfills the established criteria and principles for the Downtown Riverfront.
- Allow for flexibility and unforeseen market conditions while achieving the fundamental vision and objectives of the plan.
- Establish redevelopment requirements and limits consistent with the Principles and Criteria of the Master Plan.

### **A. SITE DESIGN GUIDELINES**

The plan's urban design supports the development of a high-quality public realm and legible, pedestrian-oriented urban fabric. The Site Design Guidelines facilitate this kind of redevelopment by allowing a wide variety of uses within a clear framework.



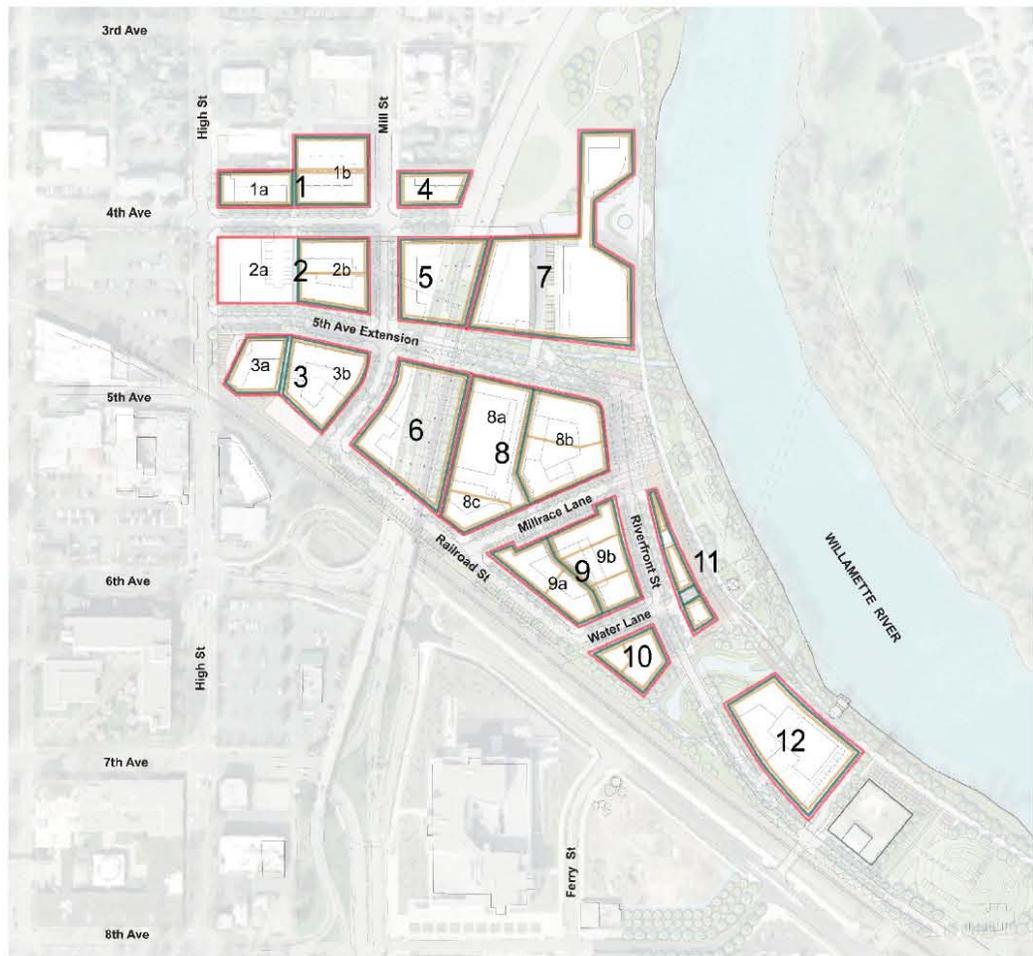
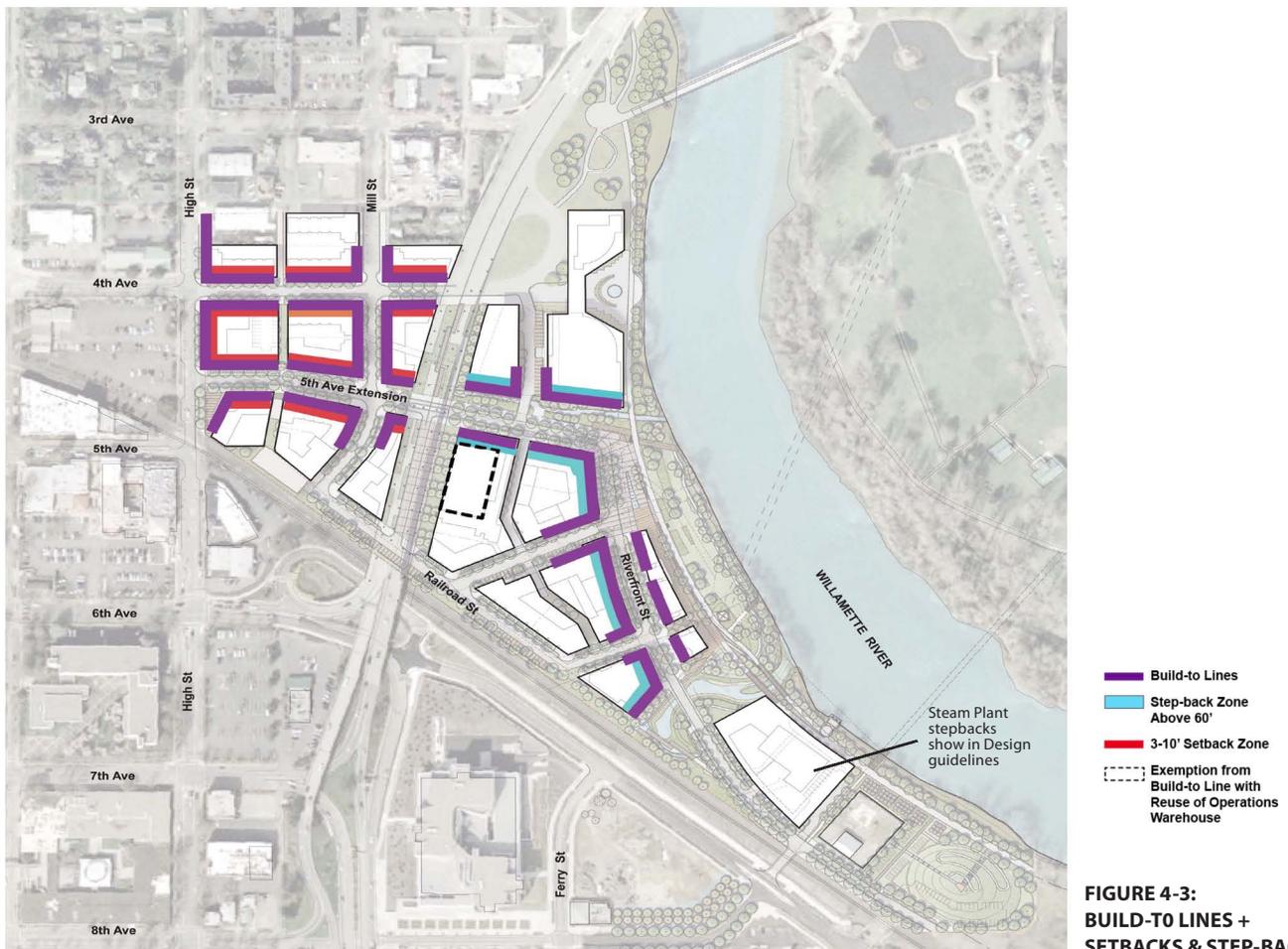


FIGURE 4-2: PARCELIZATION

### PARCELIZATION

New blocks could be divided into parcels in multiple ways, all of which should reinforce the basic character and framework of streets and open space created by the master plan. Figure 4-2 illustrates how parcels can reinforce the framework and introduce a finer grain of urban form.

Block geometries and parcel dimensions have been tested for basic feasibility in relationship to known building types and parking strategies. Parcel recommendations also respond to the differing character of the property's sub-areas (e.g., the Central Blocks versus parcels West of the Viaduct).



**FIGURE 4-3:**  
**BUILD-TO LINES +**  
**SETBACKS & STEP-BACKS**

### **BUILD-TO LINES**

The proposed build-to lines establish strong street frontages that, in turn, support the development of a strong public realm. The build-to lines coincide with the street right-of-way lines in most cases, with the exception of the areas to the west of the viaduct where a required setback is noted (along 4th and 5th Avenues). In those cases, a setback up to 10' is allowed and is intended to provide privacy for ground-floor uses and to accommodate elements such as porches, stoops, balconies, landscaping and front yards.

### **SETBACKS, STEP-BACKS + ENCROACHMENTS**

The street-edge property line defines the separation between the public right-of-way and the private realm. The recommended build-to lines define where buildings must be built to. A minimum percentage of the building face must be built to this line. On certain streets, such as Riverfront Street, the build-to line is at the street property line, because a continuous street wall with ground-floor retail or active uses is desirable.

On other streets likely to have a more residential character, a setback of 3' to 10' allows for landscaping, front porches, stoops and balconies and is intended to provide privacy for ground floor residential units as well as allow for level changes between the sidewalk and the ground floor of the building.

A step-back is a required change in the plane of the building façade above a certain height. Step-backs are required on the buildings facing Riverfront Street above 60' by a 10' horizontal dimension. This allows a roof-deck or terrace at the 60' level for additional units on the floors above. On high-density opportunity sites, this step-back is required at 40' for buildings over 80' in height. Additional bulk controls also apply.

Architectural elements such as balconies, bay windows, arcades, stoops and porches are permitted to encroach into the space beyond the setback or the build-to lines. Their maximum dimensions are defined in the form-based design guidelines.

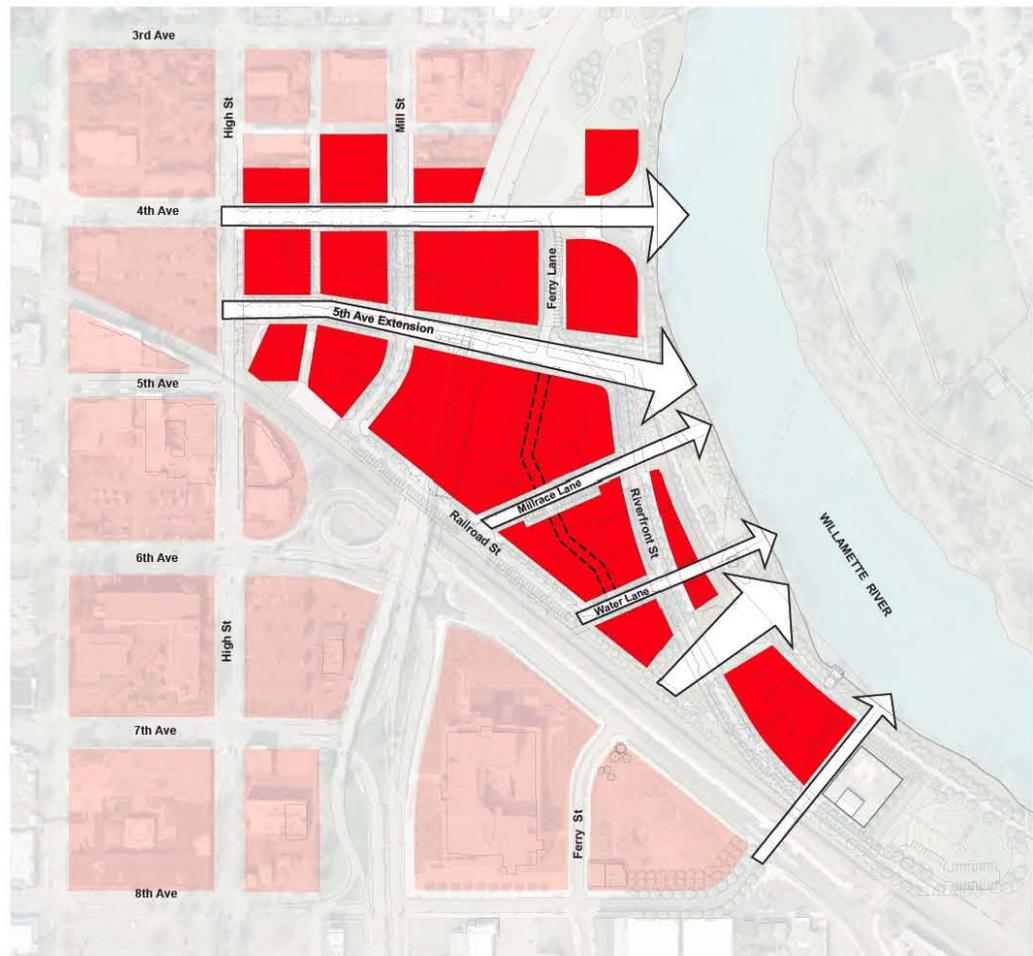


FIGURE 4-4: VIEW CORRIDORS

### VIEW CORRIDORS

Visual connection to the riverfront in the form of view corridors is one of the key objectives of the plan. Streets can provide unobstructed view corridors and the proposed street alignments are intended to afford several view corridors to the river.

Currently, 4th Avenue already terminates in a framed view between the two EWEB buildings. The new 5th Avenue extension offers a widening vista of the river once one has passed beneath the viaduct. The existing underground utility easements beneath Millrace Lane and Water Lane also offer two new tightly framed views of the river. The recently constructed alignment of Ferry Street where it meets 6th Avenue and Hilyard offers a broad vista of the river and park beyond, as does the new railroad crossing at 8th Avenue.

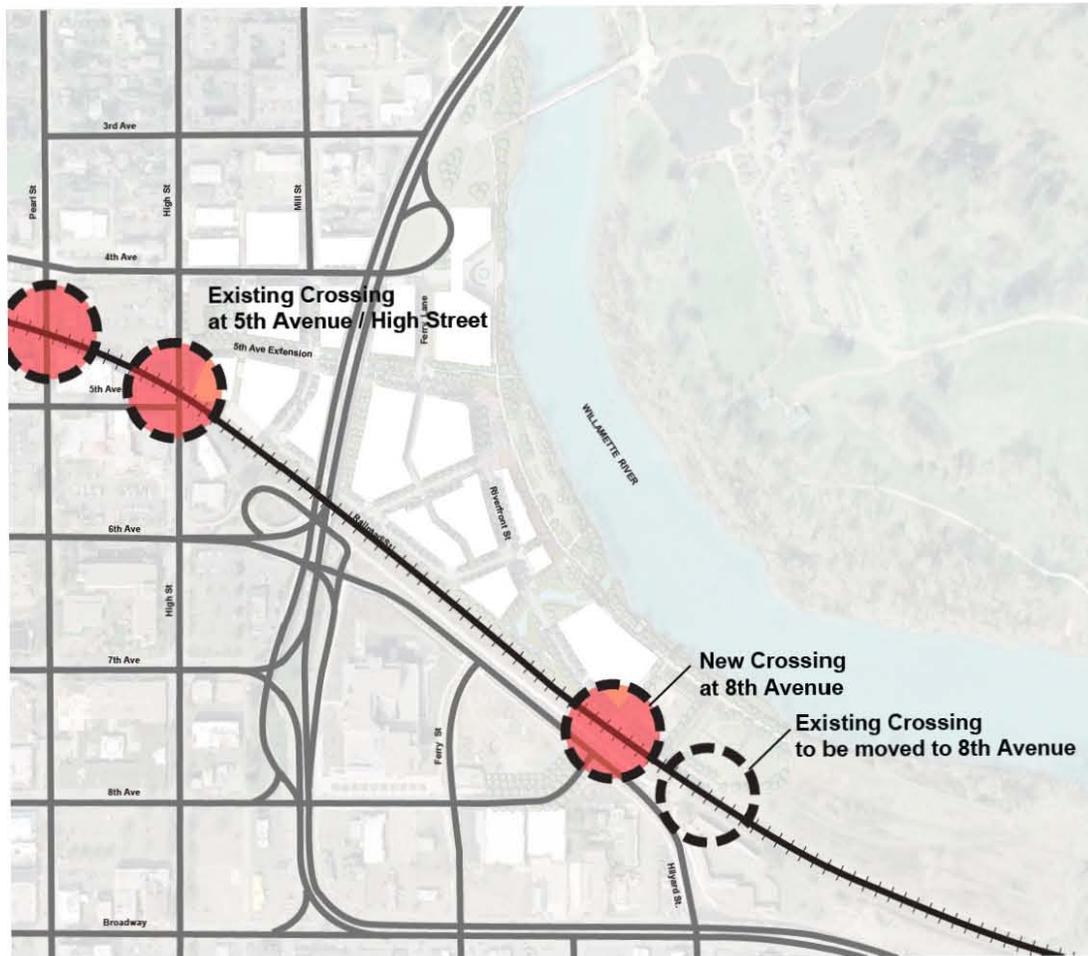
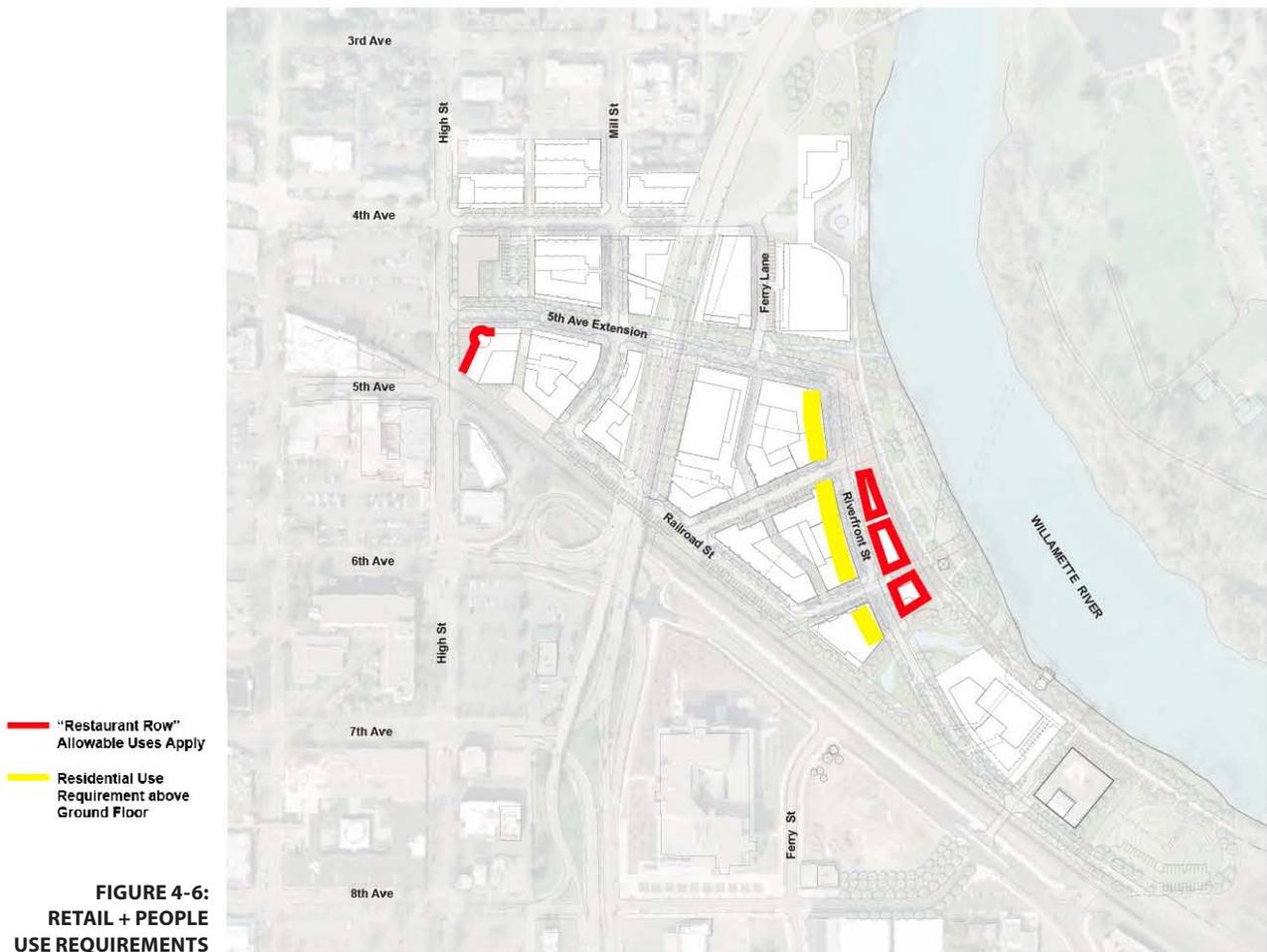


FIGURE 4-5:  
RAILROAD CROSSINGS

### RAILROAD CROSSINGS

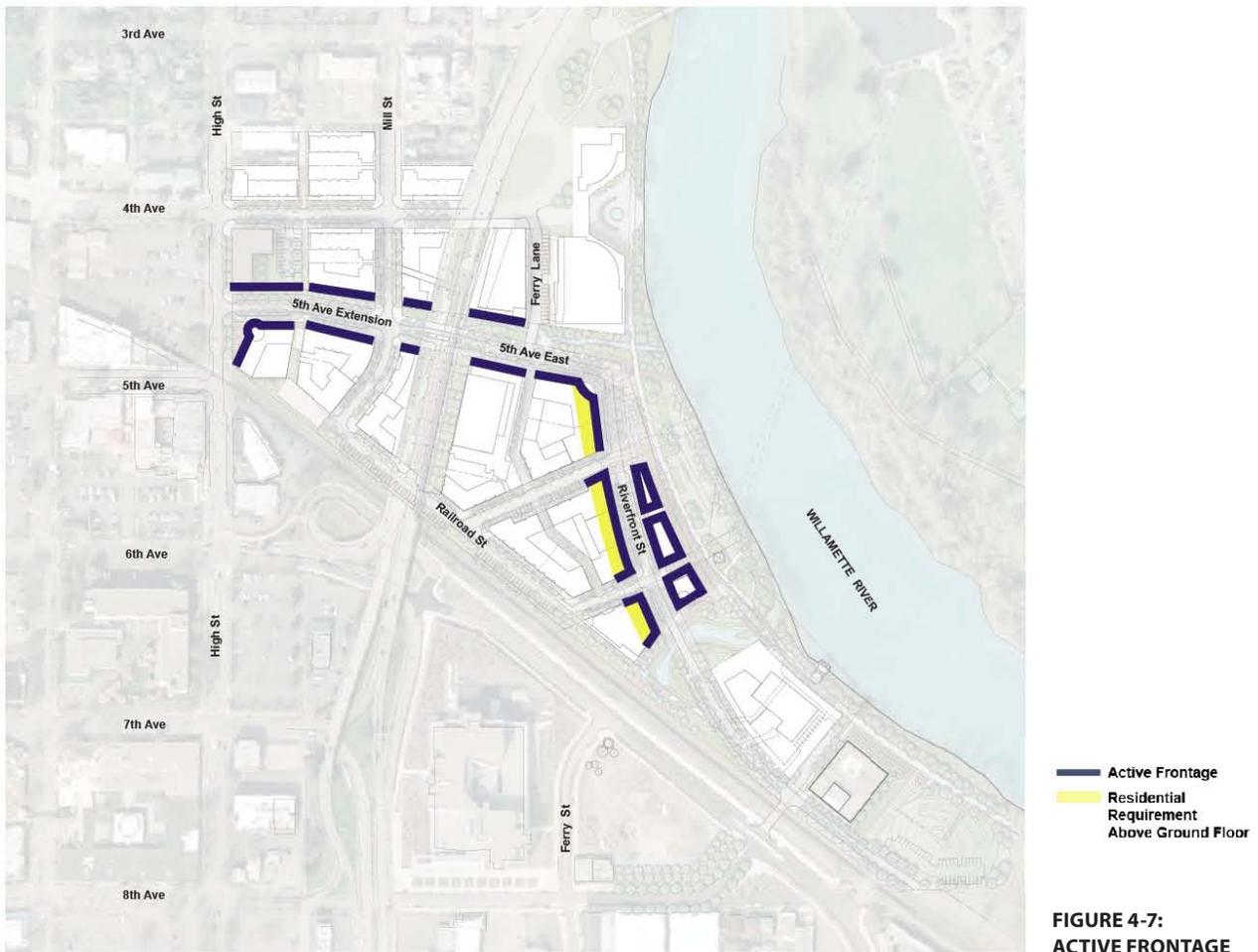
The Courthouse District Plan anticipated the relocation of the existing at-grade crossing located at Hilyard Street to align with the Great Street of 8th Avenue. The plan assumes this relocation will occur to make a safe and direct connection across the railroad tracks to the riverfront. The existing crossings at Pearl Street and High Street will remain. The intersection of the 5th Avenue extension and High Street must be no closer than 100' from the track crossing to meet safety requirements. The quad gate security measures required to create a Quiet Zone in Eugene are technically feasible at the existing and relocated crossings.



### RETAIL + PEOPLE: USE REQUIREMENTS

Though the vision is primarily described by form-based guidelines, there are two zones with use requirements. To succeed on this site, retail will likely need to be tightly focused, facing or adjacent to other retail, and located in public, desirable locations. Thus, two areas have been identified with a retail/commercial use requirement: Restaurant Row, where spaces should take advantage of their riverfront location while also addressing Riverfront Street, and at the corner of High and the extension of 5th Avenue. This use and the orientation of Train Whistle Plaza work together to guide pedestrians to the riverfront and complement adjacent amenities.

A residential use requirement above the ground floor on the west side of Riverfront Street ensures that the riverfront is a people place with a critical mass of residents to support good placemaking. This requirement puts “eyes on the park” and encourages the development of a new community that is active by day and night.

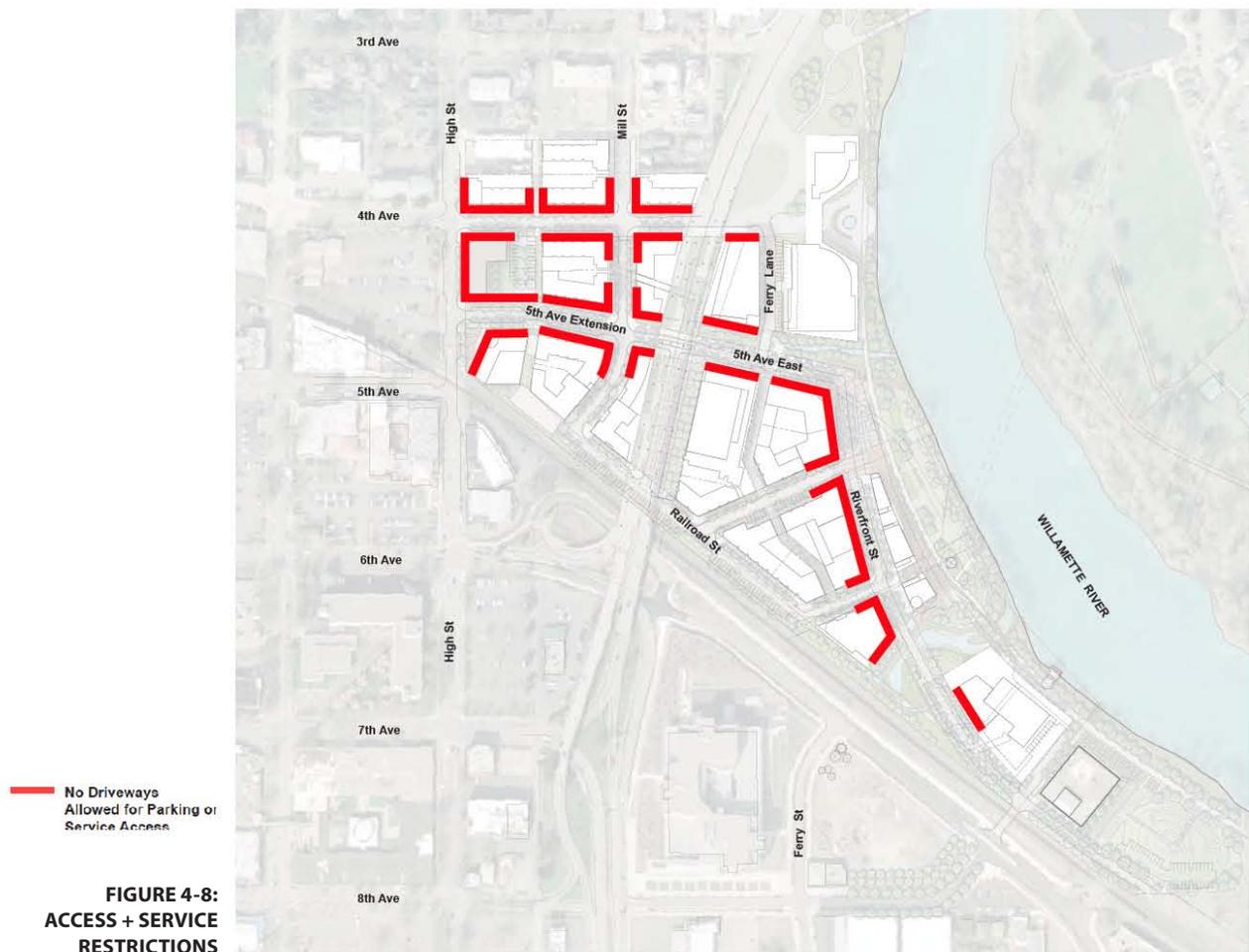


**FIGURE 4-7:  
ACTIVE FRONTAGE**

**ACTIVE FRONTAGE**

Active frontages are required to have a high degree of ground-level transparency, entries facing the street, minimal driveway curbcuts, and active engagement with the sidewalk. Certain locations of the plan are required to have active frontage in order to support an enlivened public realm.

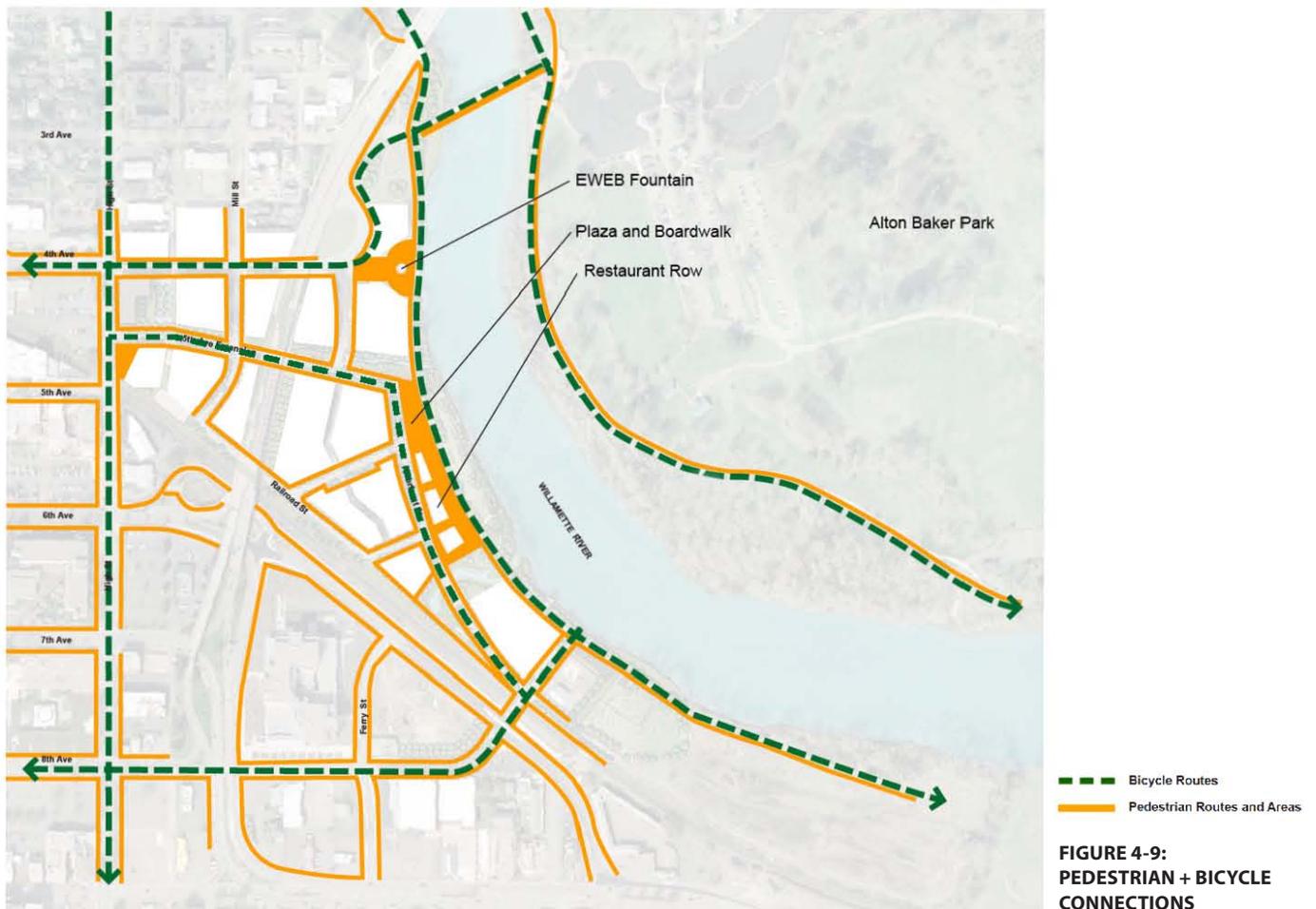
The frequency of entries and relationship to the street that are often associated with residential uses can do many things to support an active frontage. The decision to require residential uses above the ground floor along the west side of Riverfront Street reflects the desire to create a people-populated place with 24-hour activity.



### ACCESS + SERVICE RESTRICTIONS

To support the quality of the public realm and a pedestrian-oriented streetscape, driveway access is restricted along certain street frontages. Parking and service access should occur either from side streets or from mid-block service alleys, courts or lanes.

By directing service access and loading to secondary streets and alleyways, the main street is freed to safely accommodate multimodal traffic and maintain storefront visibility. This design guideline does not impede service access to any parcel or prescribe specific locations for access. The secondary streets, service alleys and on-street delivery parking can adequately serve the redevelopment blocks.

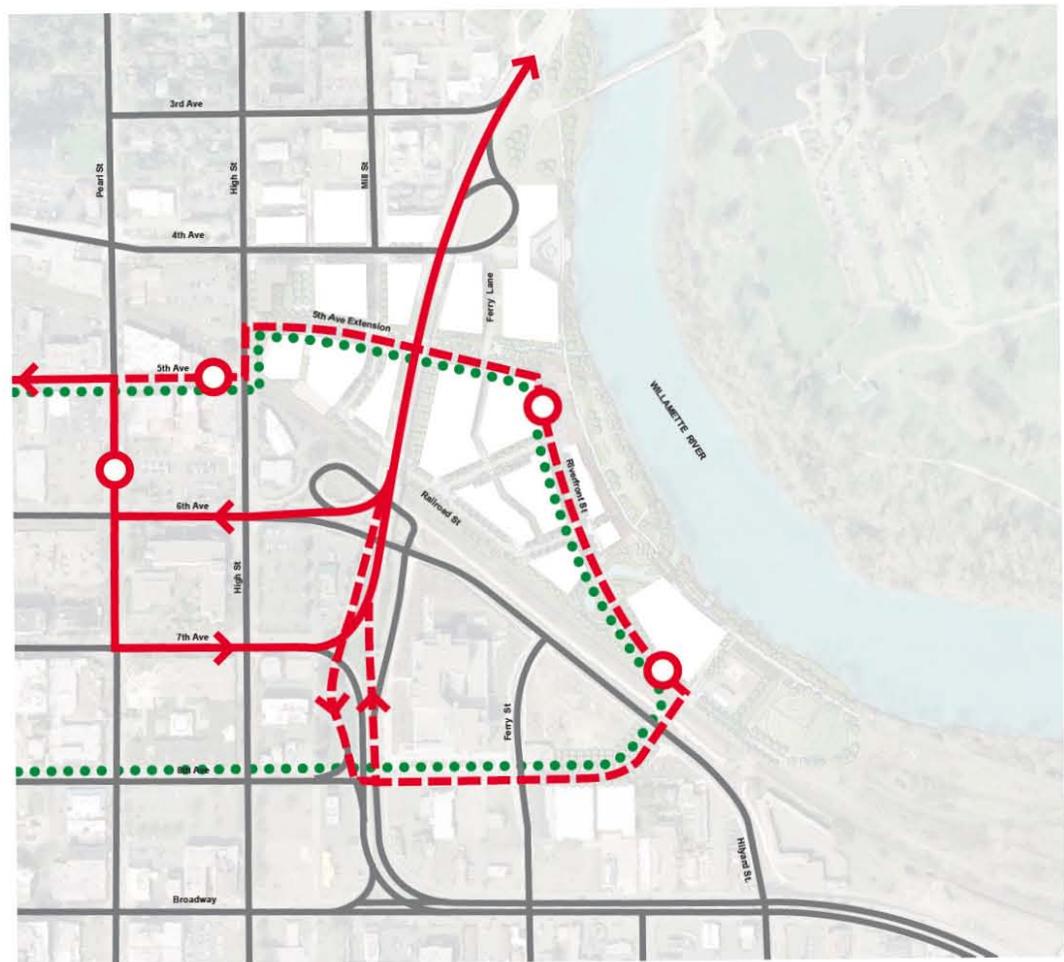


### PEDESTRIAN + BICYCLE CONNECTIONS

This plan advances the City's stated goal of developing 8th Avenue as a primary bicycle and pedestrian route to the river and proposes a continuous, improved length of Riverfront Trail along the Downtown Riverfront.

All new streets will be multi-modal and pedestrian- and bike-friendly. New streets will integrate bicycle and vehicular traffic in shared, clearly marked lanes while also providing on-street parallel parking to buffer pedestrians and serve businesses. Clear connections will be made to existing designated bike routes.

A network of sidewalks and paths will accompany the new street system on the riverfront site. Pedestrian paths will occur on both sides of all streets and connect with the enhanced configuration of the existing riverfront path and bicycle route system. A boardwalk along Restaurant Row will provide opportunities for outdoor dining and activities overlooking the river and public open space. This boardwalk will be grade-separated from the continuous Riverbank Trail to facilitate safe, concurrent use by multiple modes.

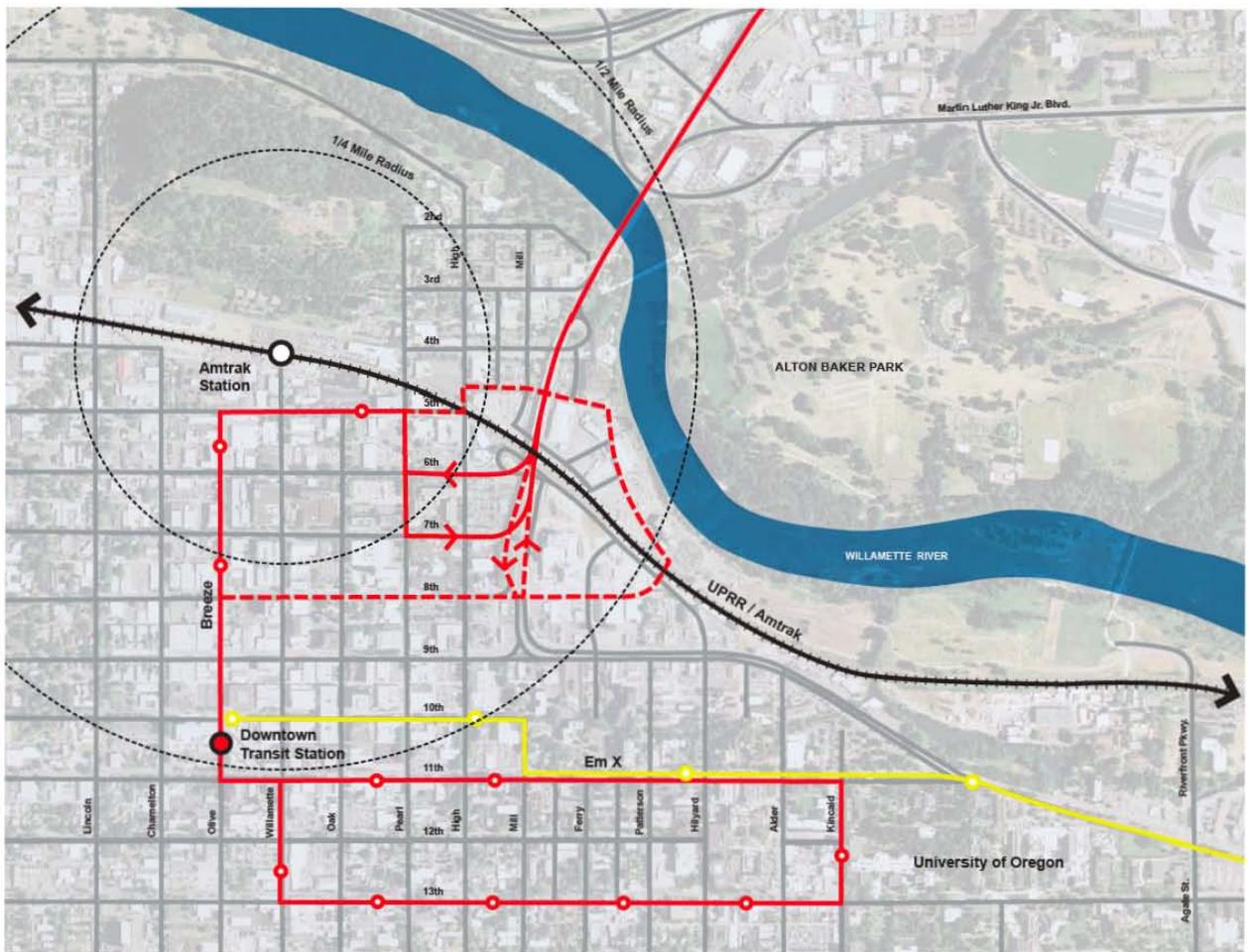


**FIGURE 4-10:  
LOCAL TRANSIT**

### LOCAL TRANSIT

**Connect to Existing Service:** This diagram shows how existing bus service might be rerouted to serve the site. Currently, the Breeze turns down Pearl Street from 5th Avenue before turning along 7th Avenue to the viaduct. It would be possible to serve the site by looping the bus along 5th and 8th Avenues. The Breeze offers valuable connections with Downtown and the University and to the Coburg Road corridor.

**Create a “Great Loop” with Public Transit:** The creation of a new public transit service such as a streetcar or trolley service that connects Downtown with the riverfront and surrounding neighborhoods was popular during conversations with the community. This additional transportation alternative would provide additional access and visibility to the riverfront site.

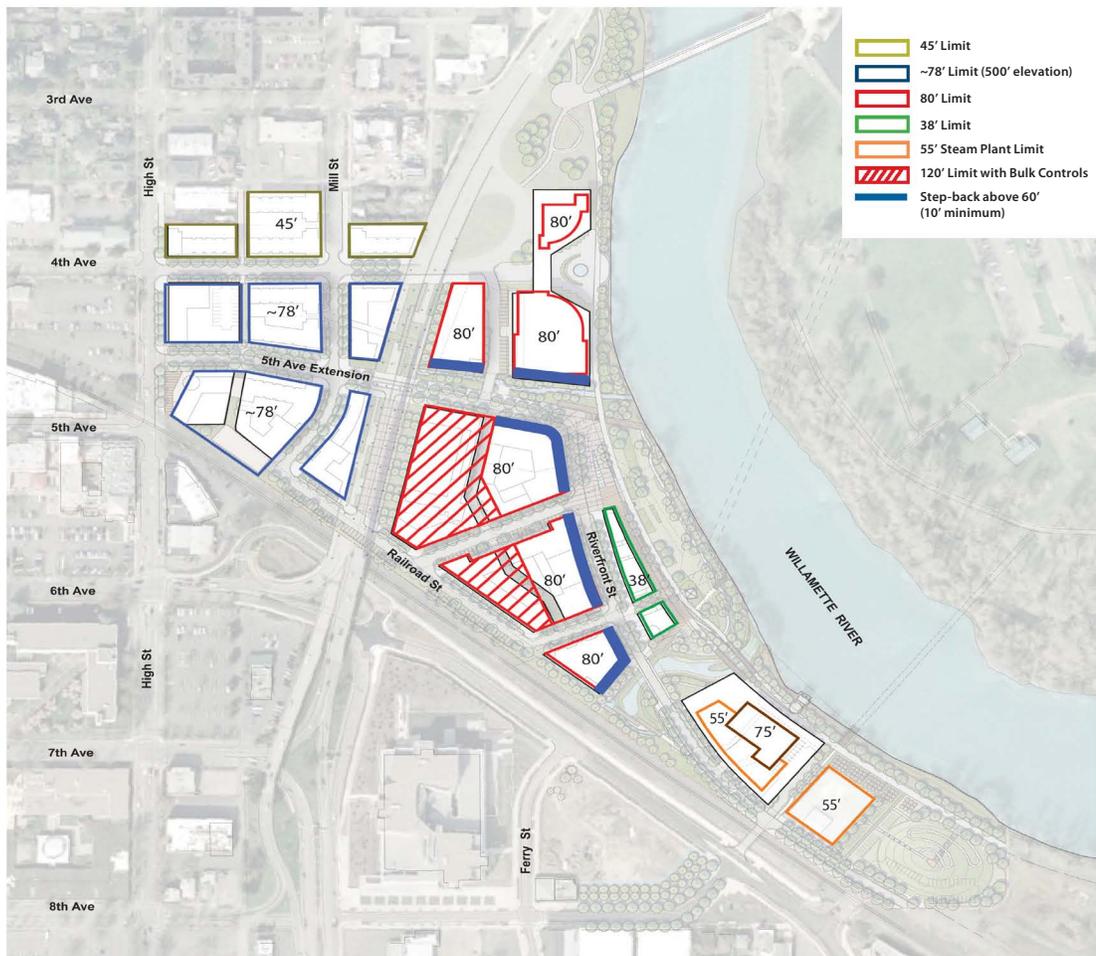


**FIGURE 4-11:**  
**REGIONAL + COMMUNITY TRANSIT**

**REGIONAL + COMMUNITY TRANSIT**

Most of the EWEB property is within a 10-minute walking distance (equivalent to about a 1/2-mile) of the Eugene/Springfield Amtrak Station, which is a candidate for the improved Cascadia high-speed rail service. The property is also within reach of Lane Transit District’s EmX Bus Rapid Transit service as well as the Breeze line serving the University, Downtown and areas north of the river.

-  EmX Bus Rapid Transit line to Springfield with Stops
-  Local Breeze line
-  Existing and Proposed Streets
-  UPRR / Amtrak Stop
-  Additional Public Transit Connections



**FIGURE 4-12:  
HEIGHT MAXIMUMS**

**HEIGHT MAXIMUMS**

**West of the Viaduct**

The Whiteaker Area Plan and Skinner Butte Height Limitation zoning provide existing height restrictions in this area, and the plan proposals are consistent with these limits. To the north of 4th Avenue, a 45' height limit exists and is proposed for the EWEB properties guided by this master plan. To the south of 4th Avenue, where the average elevation on the EWEB property is 422', a 500' elevation limit already exists (this is noted as a ~78' limit).

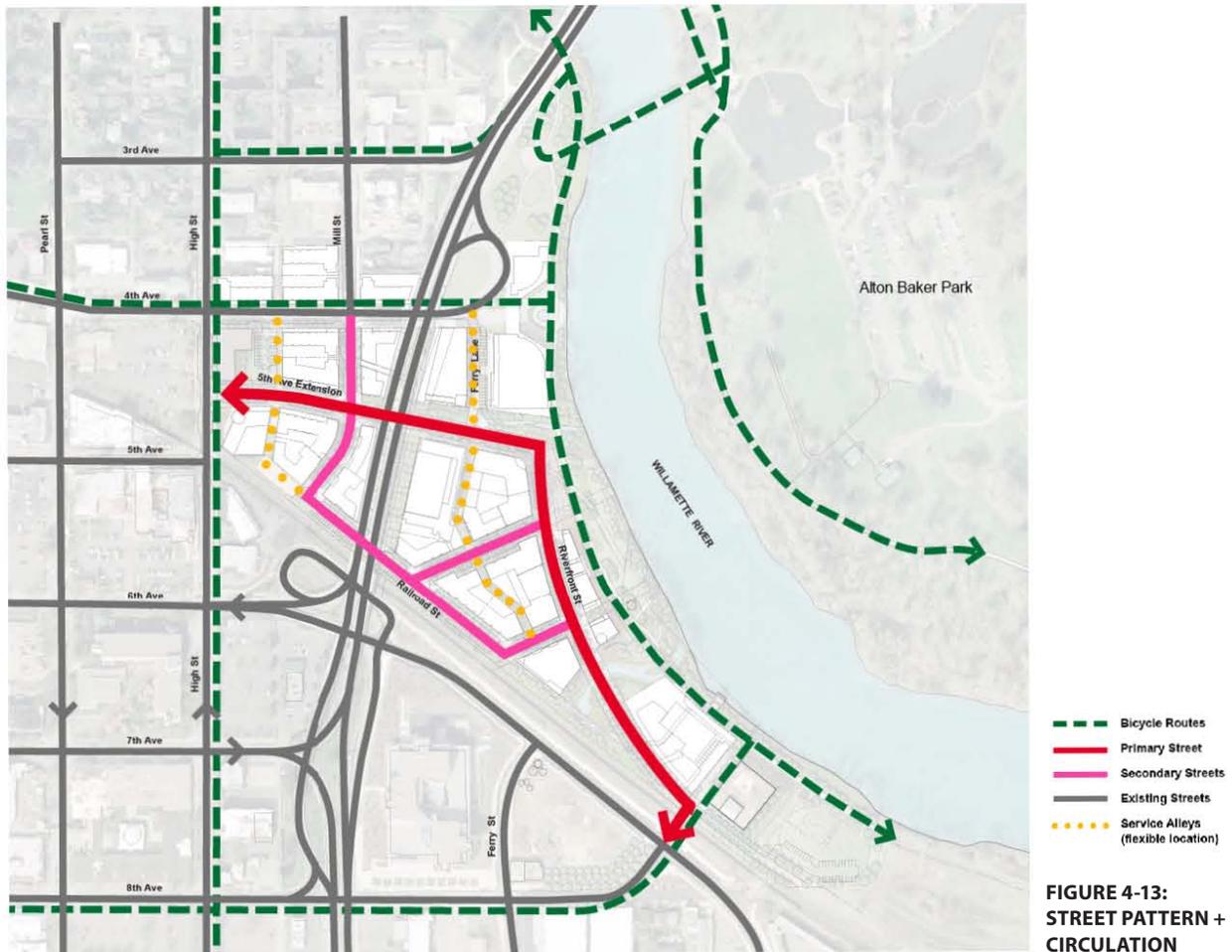
**Central Blocks / Restaurant Row / EWEB Headquarters**

The height limits in the Central Blocks respond to known building type requirements and current construction type limits. Much of this sub-area is governed by an 80' height limit.

Along Riverfront Avenue, step-backs are required above 60' and a 120' limit exists for parcels adjacent to the viaduct. The height limit for Restaurant Row is two stories or a 38' maximum with a green roof/habitat requirement where rooftops are unoccupied.

**Steam Plant Area**

The existing Steam Plant provides the 55' height limit for any new construction in this zone. This 55' limit also applies to addition beyond the Steam Plant's existing footprint. Additions to the existing structure can reach 75' with a minimum of a 5' step-back at the roof of the existing structure (55').



**STREET PATTERN + CIRCULATION**

The street pattern extends the City’s “Great Street” concept to the riverfront and builds on existing street infrastructure where possible. The new primary street connects with an extension of 5th Avenue and with 8th Avenue to form a “Great Loop” that provides public access to the center of the riverfront site. Secondary streets provide redundant access and allow the primary festival street to be closed to vehicular traffic during events. All streets contribute to the plan’s on-street parking strategy. Street standards establish the proposed composition, overall width, lanes, landscaping, edges and intersections for primary streets and paths.

New connections to existing streets are made at High and Mill Streets, and 4th, 6th and 8th Avenues. New connections to existing bike paths are in alignment with 8th Avenue and the Riverbank Trail system. Mid-block alley locations are flexible; the design intent is to provide block permeability, pedestrian routes, and service access (trash, recycling, etc.) away from the building’s public face.

The plan indicates the development of a green street network that is multi-modal, accessible, and pedestrian-friendly. Streets are designed to integrate multiple modes of transportation and to prioritize the pedestrian and bicycle. Streets also include parallel and perpendicular parking spaces that support the retail uses.

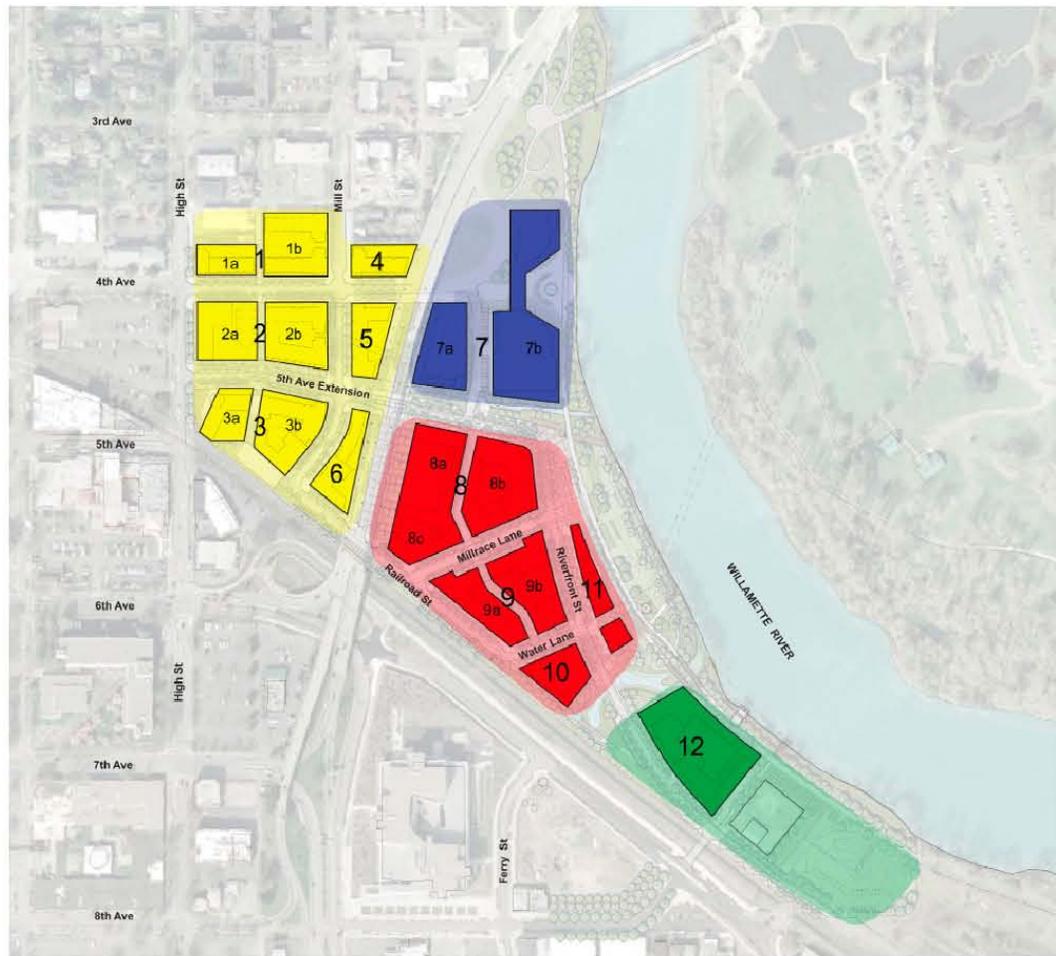


FIGURE 4-14: SUB- AREAS

## SUB-AREA DESCRIPTIONS

### West of the Viaduct

The EWEB property to the west of the viaduct is immediately adjacent to the historic Skinner Butte neighborhood and the vibrant retail destination of 5th Street Public Market and the 5th Avenue shops. The proposed scale of redevelopment responds to this surrounding residential character and makes strong connections to popular areas. Existing public streets (Mill and High Streets and 4th Avenue) provide access to some of these blocks.

Design guidelines for this area are set to reinforce the strong residential and mixed-use character of the 5th Avenue and Skinner Butte neighborhoods, with frequent entries marked by awnings, porches, stoops and landscaping. All buildings are oriented to the public street. Standards are also set to reduce the impact of curb cuts and driveways and to support the pedestrian experience of the public realm with setbacks, build-to lines and facade articulation as necessary.

### EWEB Headquarters

The EWEB Headquarters provides an ideal location for office or institutional uses in a location that provides dramatic views of the Willamette River. These buildings frame a view of the river and provide a terminus to 4th Avenue at the EWEB fountain. Redevelopment recommendations for this area are consistent with the existing character and stated community goals.

Height limits, build-to requirements and setbacks are established for this area to allow office development, to buffer parking uses, and to match the proposed architectural character along 5th Avenue and Riverfront Streets. The guidelines also recognize the site across from the existing EWEB Headquarters Building as a potential location for new office use, mixed-use, or wrapped parking that could serve the EWEB site and eliminate the need for the existing surface parking lots on 4th Avenue.

### Central Blocks

The Central Blocks, Restaurant Row and associated riverfront open space are proposed for the heart of the Downtown Riverfront. Bounded by the EWEB Headquarters and Steam Plant along the riverfront, and the viaduct and railroad corridor to the south and west, this area proposes three blocks of redevelopment with views to the Willamette River. Restaurant Row provides public amenities to the riverfront path system and proposed open space, and requires greenroof habitat where rooftops are unoccupied. The required uses along both sides of Riverfront Street provide “eyes on the park,” generate a sense of shared concern for the public open space, and encourage vitality in this area by day and night.

Building massing and street composition support pedestrian activity, active streets and spatial definition that reinforce this unique riverfront setting. Buildings are oriented to the street. Other guidelines are set to reduce the impact of service driveways along Riverfront Street. Building step-backs are established to support the character of the public realm and maintain solar access to open space and public amenities.

### High-Density Opportunity Sites

On the high-density opportunity sites, guidelines for the Central Blocks are set to promote pedestrian activity, support community vitality and resilience, and to allow for the development of a vibrant neighborhood. Buildings are oriented to the street. Access to off-street parking and loading is allowed. Building step-backs are established to support the pedestrian-oriented character of the area. Bulk controls are established to maintain views and restrict the visual impact of taller structures.

### Restaurant Row

Located between Riverfront Street and the riverfront open space, Restaurant Row has the potential to be the most “active, vibrant people place” on the Downtown Riverfront. It includes a boardwalk that stretches the length of the riverfront’s primary open space. Guidelines are established with the purpose of enhancing the public experience of the river. The deliberately small and permeable parcels of Restaurant Row provide a transition from the more urban to the more natural landscape. Urban habitat is provided on rooftops and terraces.

### Steam Plant

The Steam Plant has the potential to create a celebrated riverfront destination with deep connections to the site’s industrial history. The character of the original 1930s structure will be maintained with the contemporary reuse of this building. This area includes the EWEB substation, the former MGP site, and a required connection to the Riverbank Trail on axis with 8th Avenue. The plan re-purposes the former MGP site as public open space—a “pollinator prairie”—that terminates the view corridor of 8th Avenue offers a dramatic site for river overlook and ecological interpretation. EWEB will maintain ownership of this parcel and the substation.

Guidelines are set to both protect the architectural character of the original Steam Plant structure and its concrete-frame addition, and to allow for its adaptive reuse and the construction of an addition.

## B. DESIGN GUIDELINES BY SUB-AREA

### West of the Viaduct

BLOCKS: 1a, 1b, 2a, 2b, 3a, 3b, 4, 5 & 6

#### HEIGHT MAXIMUMS

North of 4th Avenue: 4 stories, 45 ft. maximum

Elsewhere: 500 ft. elevation above sea level (~76-80 ft.), set by Skinner Butte Height Restriction

#### BUILD-TO LINES

Required to match setback requirements.

#### SETBACKS

3-10 ft. along 5th Avenue, except within 30 ft. of a street intersection.

#### STEP-BACKS

None required.

#### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines. LEED-NC certification standard.

#### GROUND LEVEL

Active frontage facing 5th Avenue. Canopies, balconies, awnings or other overhead elements should occur at regular intervals to identify retail, and/or mark entries and building lobbies. Porches, stoops, and multiple entries should occur where residential uses occur.

#### RECOMMENDATIONS

Multi-family residential, mixed-use, office, community services and screened parking to support uses. Tall retail storefronts should be oriented to the street and include a high degree of transparency. 'Bay window' encroachments of 5' maximum depth allowed above 12 ft., 14 ft. maximum width.

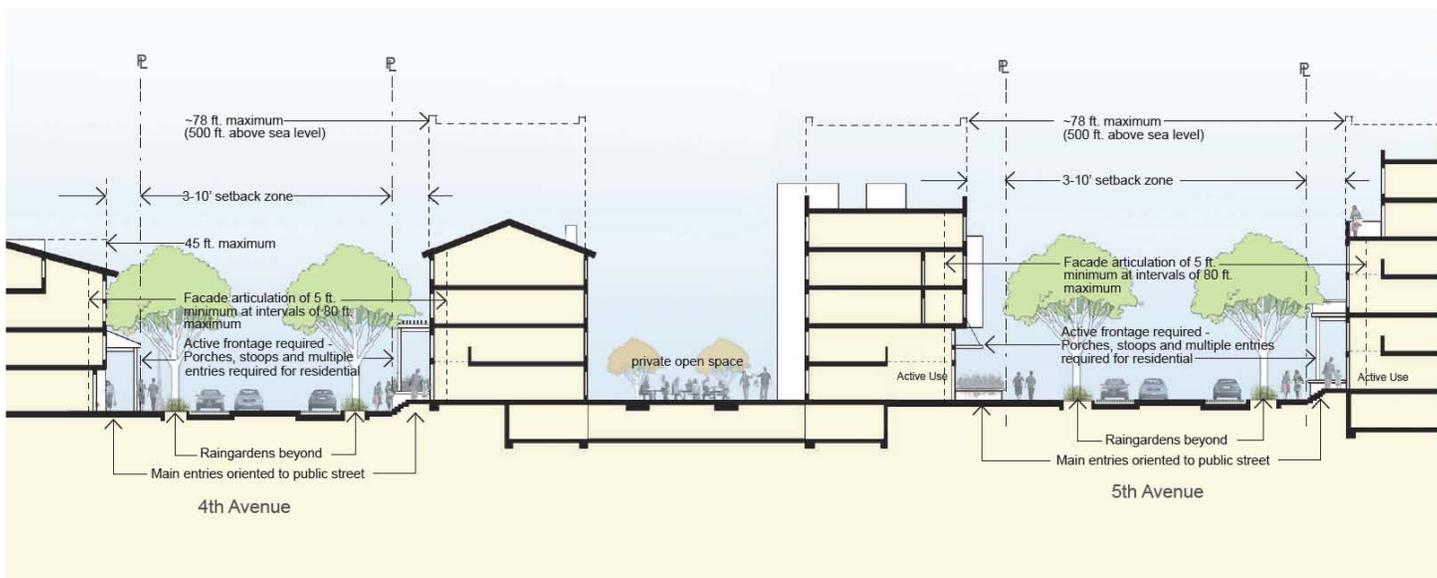


FIGURE 4-15: DESIGN GUIDELINES - WEST OF THE VIADUCT

## EWEB Headquarters

BLOCKS: 7a & 7b (EWEB Headquarters), references to 8a and 8b

### HEIGHT MAXIMUMS

- 80 ft. with 10' minimum step-back above 60'
- 14 ft. minimum ground floor height, west side of Riverfront Street, mezzanine allowed

### BUILD-TO LINES

Required along 5th Avenue

### SETBACKS

None required

### STEP-BACKS

10 ft. minimum required above 60 ft. along 5th Avenue

### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines. LEED-NC certification standard. Residential requirement above ground floor on block 8b.

### GROUND LEVEL

Active frontage facing 5th Avenue and Riverfront Streets. Canopies, balconies, awnings or other overhead elements should occur at regular intervals to identify retail, and/or mark entries and building lobbies.

### RECOMMENDATIONS

Office, mixed-use and parking. Storefronts should be oriented to the street and include a high degree of transparency. Double-height glazing for new construction facing Riverfront Street / 5th Avenue. 'Bay window' encroachments of 5' maximum depth allowed above 12 ft., 14 ft. maximum width.

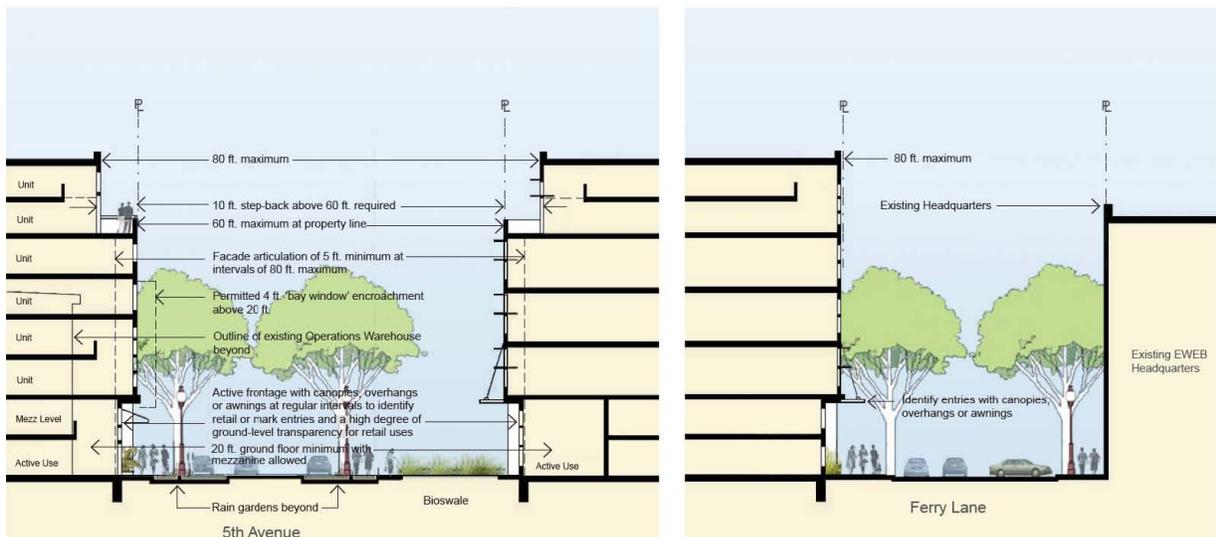


FIGURE 4-16: DESIGN GUIDELINES - EWEB HEADQUARTERS

## Central Blocks

BLOCKS: 8a (Operations Warehouse Bldg), 8b, 8c, 9a, 9b & 10

### HEIGHT MAXIMUMS

- 80 ft. with 10' minimum step-back above 60' height
- 11 stories or 120 ft. where noted, bulk controls apply
- 14 ft. minimum ground floor height, west side of Riverfront Street, mezzanine allowed

### STEP-BACKS

10 ft. minimum required above 60 ft. along Riverfront Street

### BUILDING ARTICULATION

Pedestrian pass-throughs required through Restaurant Row along View Corridors, connecting Riverfront Street to public open space.

### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines: Residential requirement above ground floor on west side of Riverfront Street and Restaurant Row allowable uses. LEED-NC certification standard. Habitat / greenroof requirement where roof unoccupied on Restaurant Row.

### GROUND LEVEL

Active frontage required along Riverfront Street. Canopies, overhangs, awnings or other overhead elements should occur at regular intervals to identify retail and/or mark entries and lobbies. Storefronts, lobbies, common areas and entries to be oriented to the street and architecturally expressed using high quality materials, including a high degree of transparent glazing (clear glass). Multiple entries required where residential uses occur.

### RECOMMENDATIONS

Multi-family residential, mixed-use, office, community services and internal-block parking to support uses. Porches, stoops and multiple entries are encouraged. Build to property line encouraged. Setbacks: 5 ft. maximum with residential development along Millrace, Water and Railroad Streets (applies to 85% of total building facade). 'Bay window' encroachments of 5' maximum depth allowed above 12 ft., 14 ft. maximum width.

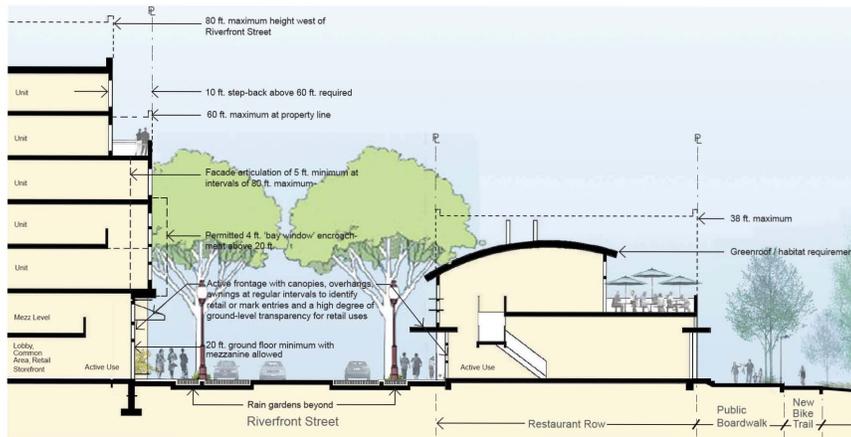


FIGURE 4-17: DESIGN GUIDELINES - CENTRAL BLOCKS

## Central Blocks - High-Density Opportunity Sites

BLOCKS: 8a (Operations Warehouse Bldg), 8b, 8c, 9a, 9b & 10

### HEIGHT MAXIMUMS

- 80 ft. with 10' minimum step-back above 60' height
- 11 stories or 120 ft. where noted, bulk controls apply, with 10' minimum step-back above 40' height

### BULK CONTROLS

- Maximum floor plate of 8,000 sq. ft.
- Maximum plan dimension of 110 ft.
- Maximum diagonal of 140 ft.
- Minimum distance between towers to be 120 ft.

### STEP-BACKS

10 ft. minimum required at 60 ft.

### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines. LEED-NC certification standard.

### GROUND LEVEL

Active frontage required along Riverfront Street. Canopies, overhangs, awnings or other overhead elements should occur at regular intervals to mark entries and building lobbies. Storefronts, lobbies, common areas and entries to be oriented to the street. Multiple entries required where residential uses occur.

### RECOMMENDATIONS

Multi-family residential, mixed-use, office, community services and internal-block parking to support uses. Porches, stoops and multiple entries should occur where residential uses occur. 'Bay window' encroachments of 5' maximum depth allowed above 12 ft., 14 ft. maximum width.

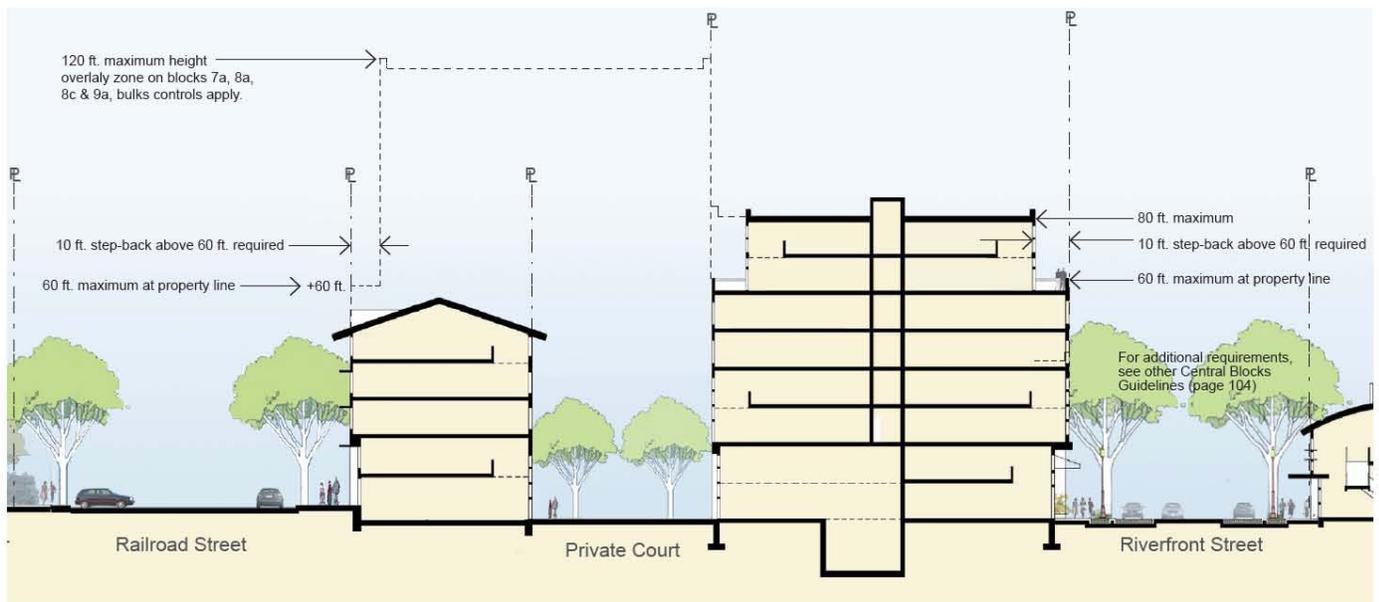


FIGURE 4-18: DESIGN GUIDELINES - CENTRAL BLOCKS HIGH-DENSITY OPPORTUNITY SITES

## Restaurant Row

BLOCKS: 11

### HEIGHT MAXIMUMS

- 30 ft. height limit
- 38 ft. height limit with residential uses above ground floor
- 14 ft. minimum ground-floor height
- Three-story maximum

### BUILD-TO LINES

Required along Riverfront Street and public boardwalk

### BUILDING ARTICULATION

Two pedestrian pass-throughs of 20 ft. minimum width each, align with View Corridors.

### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines. Greenroof requirement where rooftops unoccupied. LEED-NC certification standard.

### GROUND LEVEL

Active frontage along Riverfront Street. Canopies, awnings or other overhead elements required at regular intervals to identify retail and mark entries. Storefronts, lobbies, common areas to include a high degree of transparent glazing (clear glass).

### RECOMMENDATIONS

Restaurant, small retail, and public amenities. Outdoor seating along boardwalk, pass-throughs and Riverfront Street rooftop terraces. Canopies, overhangs, awnings and other elements at regular intervals to mark entries and building lobbies. Double-height storefronts oriented to the street with a high degree of transparency (clear glass). Facing the river to allow for outdoor terraces.

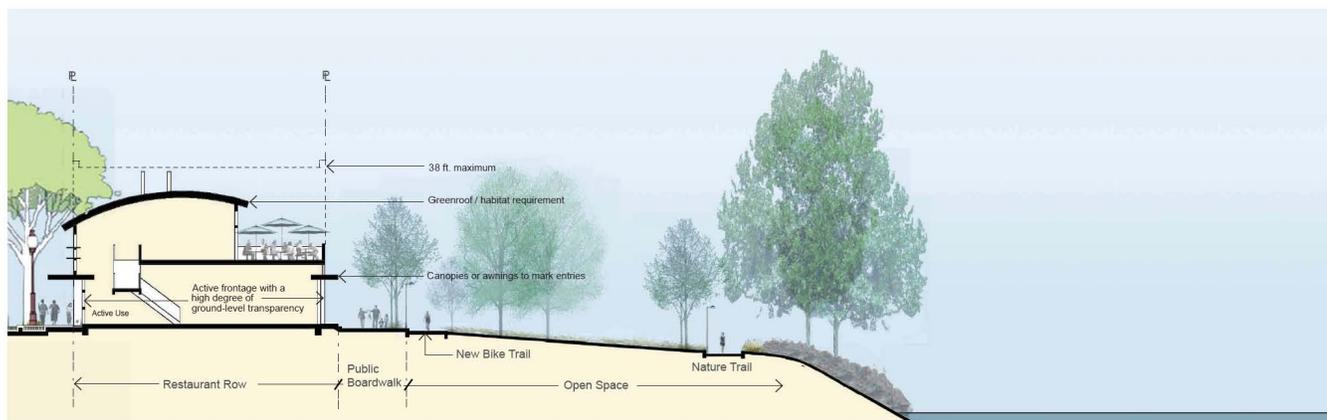


FIGURE 4-19: DESIGN GUIDELINES - RESTAURANT ROW

## Steam Plant

BLOCKS: 12

### HEIGHT MAXIMUMS

- 55 ft. for new construction
- Vertical additions within existing footprint can reach 75 ft.

### STEP-BACKS

5 ft. minimum required above 55 ft. with addition to existing structure.

### USES + CONSTRUCTION REQUIREMENTS

Refer to Use Guidelines. LEED-NC certification standard.

### GROUND LEVEL

Active frontage along Riverfront Street. Canopies, awnings or other overhead elements required at regular intervals to identify retail and mark entries. Storefronts, lobbies, common areas to include a high degree of transparent glazing (clear glass).

### ARCHITECTURAL CHARACTER

Maintain architectural character of the original Steam Plant and concrete-frame addition with adaptive re-use and retrofit. Cantilevered or suspended balconies allowed. With new construction, façade articulation of 5 ft. minimum at intervals of 80 ft. maximum.

### RECOMMENDATIONS

Commercial, institutional, multi-family residential mixed-use, community services and hospitality. Ground level and roof terraces allowed. Cantilevered or suspended balconies allowed above existing main level.

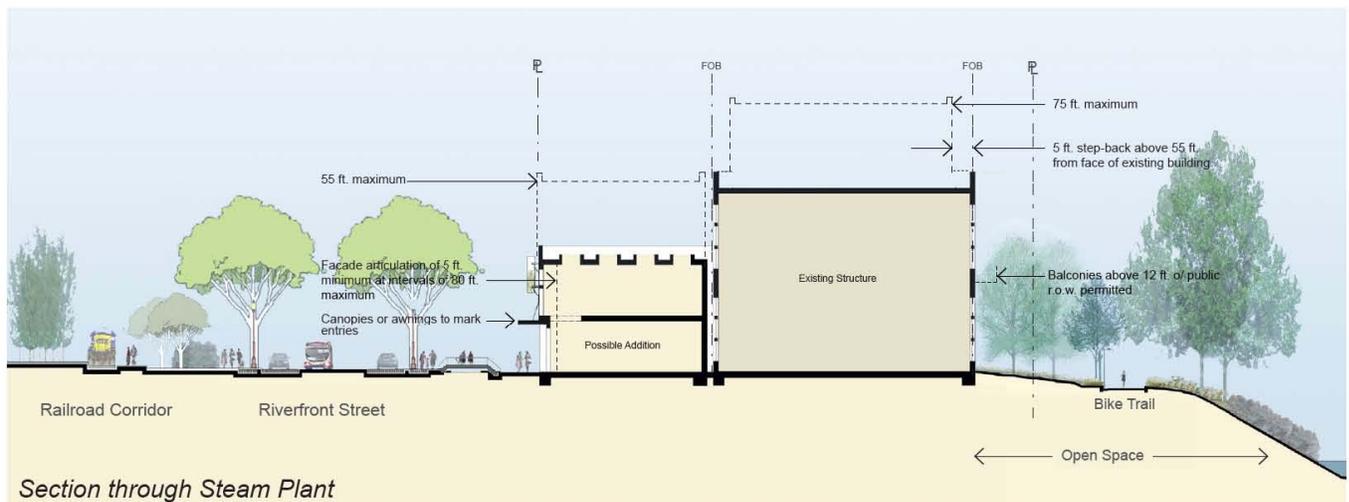


FIGURE 4-20: DESIGN GUIDELINES - STEAM PLANT

## C. PUBLIC REALM

The development of new riverfront park space and a high-quality public realm are fundamental elements of the vision for the Downtown Riverfront's redevelopment.

### OVERALL OBJECTIVES

- Provide a sense of identity that reflects, respects and builds on the unique history of this site
- Provide flexible spaces that maximize programming opportunities and create a "people place" on the riverfront
- Provide varied experiences at a variety of scales
- Enhance riparian habitat and develop new riverfront open space
- Integrate and harmonize the built and natural environments
- Include educational aspects and demonstrate dynamic natural systems
- Maximize universal access to parks and open space
- Integrate sustainable principles into the open space design
- Improve river-edge connectivity and visual connections to the water
- Incorporate the Willamette's natural resources and history into design
- Create biodiversity with a variety of habitat and open space
- Provide strong connections among parks, open space, and nearby neighborhoods
- Provide strong linkages that connect parks and open space using pathways, sidewalks, and pedestrian routes
- Emphasize streets as public, pedestrian-oriented spaces
- Ensure parks and open space include all-season interest, activities and functions
- Embrace sustainable programs and education in parks and open space

## OPEN SPACE PRINCIPLES

Connectivity and permeability, diversity, and sustainability are also defining principles of the open space design. The public realm and open space have been designed to integrate with the river landscape, surrounding community, and urban form. Through project implementation these principles should remain a primary focus.

### Connectivity + Permeability

Streets, alleys, paths and accessways provide a high degree of permeability for pedestrians, cyclists, and vehicles alike. These rights-of-way also provide access to natural light, fresh air, and circulation alternatives. When combined with specific design elements, this network supports the development of an active, pedestrian-friendly environment. The intent is to provide numerous pedestrian options and encourage non-vehicular transportation within the riverfront district.

### Diversity

A variety of distinctive open spaces types, native plants, and streetscapes are proposed, and this diversity and character should inform the design of private open space as well. Connections should be made to the river context and site history. The intent is to generate a rich experience that blends from urban to naturalistic, and to offer a variety of spaces and activities in the public and private realms.

### Sustainability

Sustainability is embedded in all aspects of the public realm and open space design. It is intended to guide the design, implementation, and approach to quality place-making for the riverfront property. Ecological initiatives focused on the Willamette River are an integral part of the public open space for this project. From bank enhancement to the creation of new habitat zones, the Willamette River environment informs the open space adjacent and connected to the river.

Stormwater management systems such as engineered wetlands, bioswales and rain gardens serve critical functions for the redevelopment and are primary landscape elements rather than added-on features. Various habitat zones will permeate the public realm and open space ensuring the environment is protected and enhanced. Urban agriculture, stormwater treatment, water conservation, material use, cost recovery, and waste are all aspects of sustainability that should be addressed in the design and implementation of the public realm and open space.

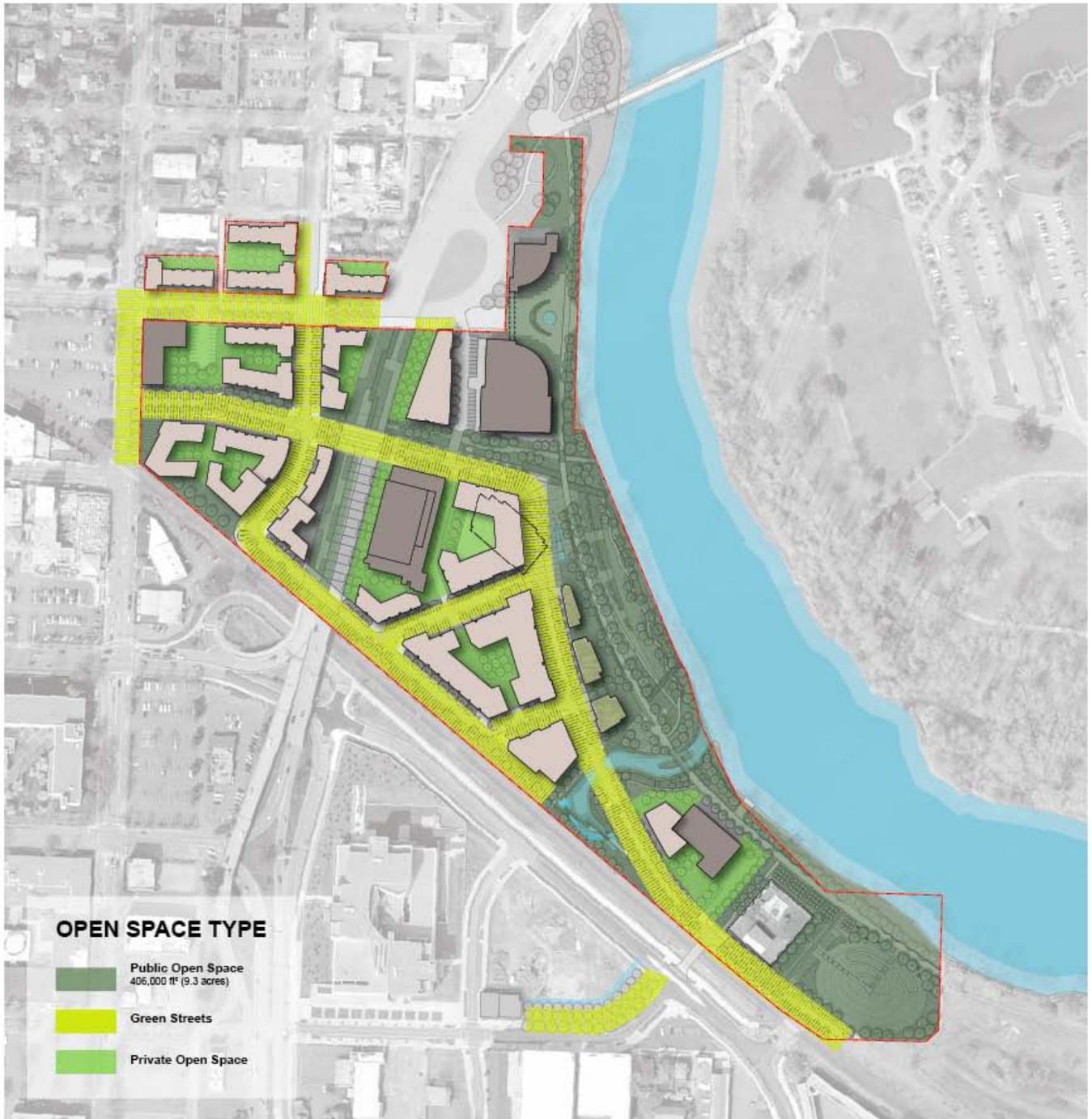
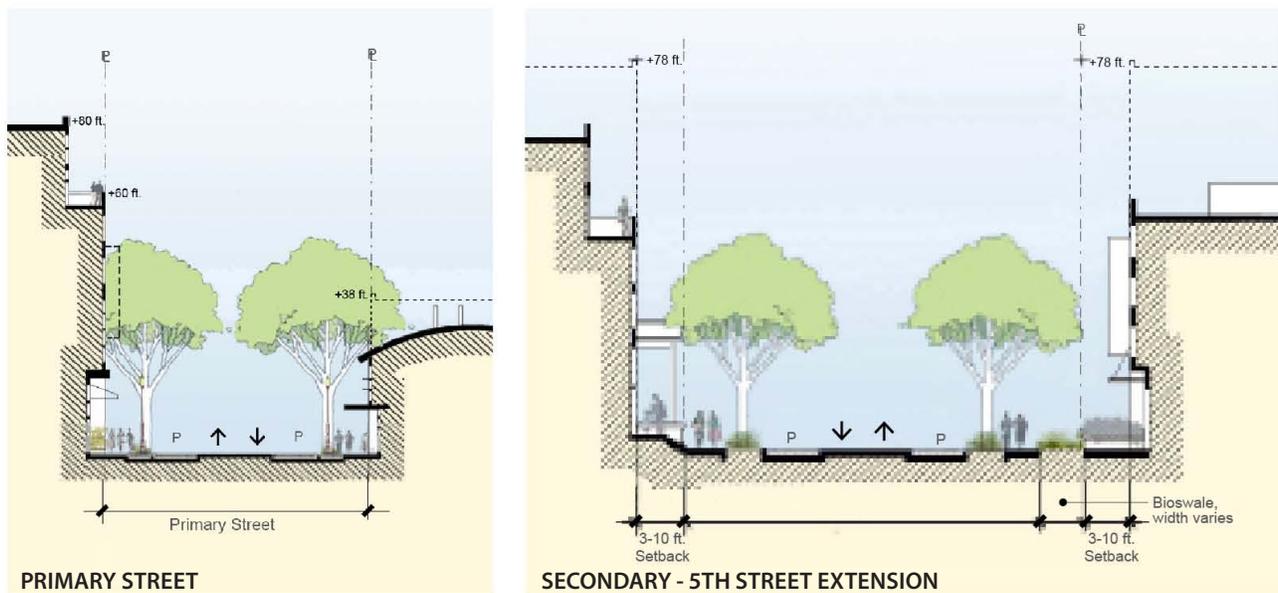


FIGURE 4-21: DESIGN GUIDELINES - OPEN SPACE TYPES



PRIMARY STREET

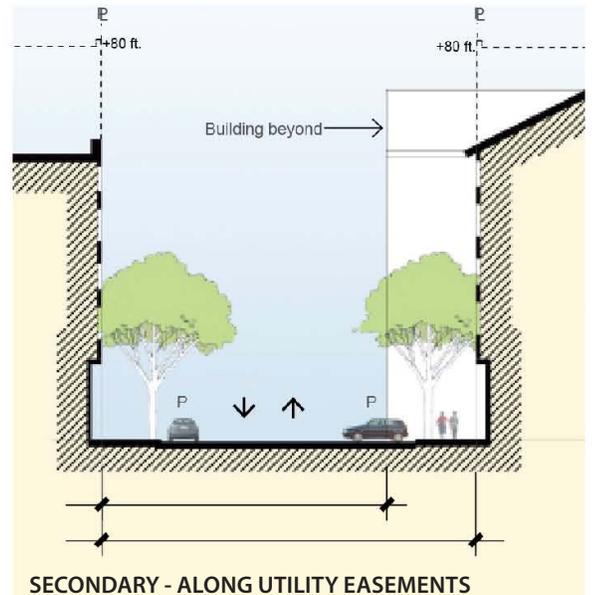
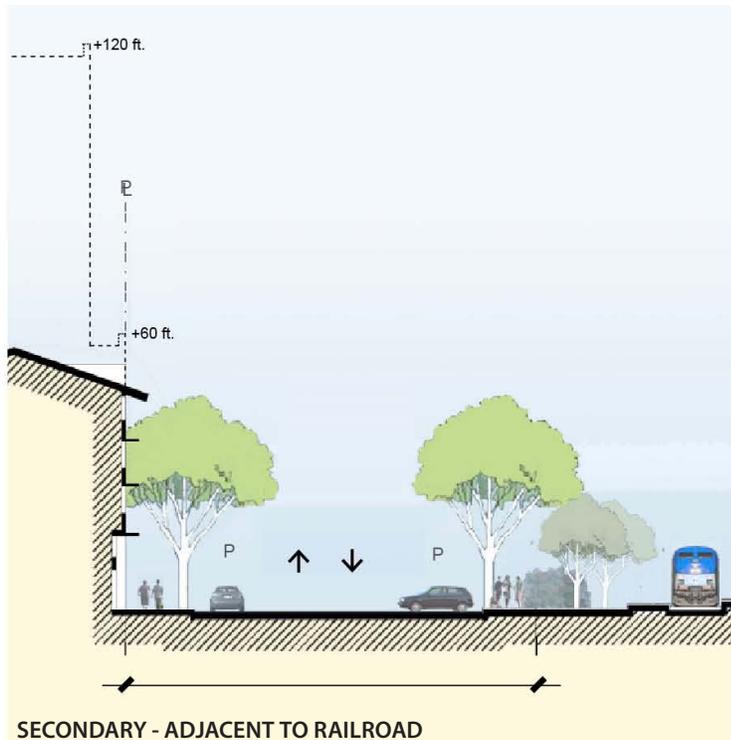
SECONDARY - 5TH STREET EXTENSION

FIGURE 4-22: STREET TYPES + STANDARDS

### STREET TYPES

New public streets serving the riverfront property will provide public access to the riverfront, contribute critical functions to the landscape stormwater system, provide on-street parking for riverfront commercial activities, and connect what were once dead-end streets.

The new primary street connects 8th Avenue and the extension of 5th Avenue through the riverfront site. Secondary streets provide service access and on-street parking capacity, as well as redundant circulation through the site and connects to existing city streets.



**Street Standards**

All streets are envisioned as local, low-speed, and public. All streets are two-way, with asphalt road surface and integrated bicycle traffic where dedicated bike lanes do not already exist.

All streets include two 10' driveways, an 8' parallel parking zone on each side, landscaped stormwater treatment (bioswales, bulbouts), and either 8' or 6' sidewalks on both sides, plus a 5' planting strip for bioswales and street trees on each side.

Corner bump-outs with rain gardens are included for traffic calming and stormwater collection. Permeable paving is recommended for the parallel parking areas.

## OPEN SPACE PROGRAM

The variety of public open space types in the plan support a range of program opportunities on the riverfront site. These types include green infrastructure, parks, public plazas, and interpretive sites. Concepts related to the development of private open space are also noted. As a whole, the open space network contributes to the vision of the Downtown Riverfront as a vibrant, mixed-use, sustainable, and highly walkable community.

### PARKS

#### Riverfront Park

The Riverfront Park has been designed to extend the entire length of the EWEB site to connect with greenways and other areas of open space and extend the riverfront character of the site into Downtown Eugene.

A significant aspect of the space will be the enhancement of the riverfront open space and habitat. This park will be comprised of predominantly native and non-invasive introduced species that require minimal supplemental water, fertilization or pest or disease-control. Where possible the existing riverbank will be cut back above the 100-year flood elevation to improve to the visual connection to the river and provide a more suitable grade for rehabilitation and management of invasive species. A series of river overlooks are planned along the top of bank. A naturalized meadow will allow for large public gatherings and also make an important ecological and educational contribution to the site. Pathways, low seating walls, and varied native plantings will create a series of naturalized garden spaces throughout the park.

A major pedestrian and bicycle path extends the length of the Riverfront Park and connects to the existing Riverbank Trail on either side of the EWEB property. This path is a combined pedestrian and cycling path through most of the park; however, along Restaurant Row the paths are separated for safety reasons and to support compatibility among multiple modes of transportation. There is also a more narrow nature trail along the top of bank, which creates a variety of seating opportunities along the edge of the river and connects to river overlooks. All pathways will be universally accessible.

#### Adventure Landscape

An adventure landscape is a natural play area connected to the Millpond Swale and located close to Restaurant Row, boardwalk, and Riverbank Trail. The park provides an opportunity for children to play near the edge of the Millpond Swale among a natural landscape.

#### Pollinator Park

This pollinator-friendly open space is situated near the southeast edge of the property, on a damaged site that must remain capped and can only be altered above-grade. Rather than re-purposing the entire site as a parking area or hardscape, a design

concept presented the opportunity to create a man-made landform using excavated fill from on-site redevelopment and the reshaping of the riverbank. The site could also be planted as a naturalized meadow and include an accessible interpretive site. A viewing area would provide seating, weather protection, and interpretive signage. Raised garden beds or other urban agriculture could be located near the perimeter of this park.

### GREEN INFRASTRUCTURE

#### Millpond Swale

The Millpond Swale is a major stormwater feature that provides park and open space opportunities adjacent to the Steam Plant and Restaurant Row. In addition to the stormwater treatment features, this park provides wetland habitat and biodiversity, interpretive and educational opportunities along the water edges, direct connections to the river, and a variety of seating and overlook features at the waters edge and through the park area. There is also a possibility that the Millrace could be connected to this water feature in the future. A series of weirs at bridge crossings could accommodate the elevation changes in the wetland to recirculate the water and cleanse it prior to its release into the river.

#### Green Streets

The green streets planned for the EWEB site are intended to provide a significant contribution to the open space character and site ecology. They are to be integrated with the parks and open space design, and they provide a functioning, vegetated edge to the new blocks. The streets will have a pedestrian focus with significant green infrastructure such as stormwater management, extensive planting, large trees, and flexibility for alternate uses such as café tables, shop displays, seating, markets, and public art. Streetscape materials and furnishings on the streets should be durable, locally available, cost effective, and have a sense of connection to this place.

#### 5th Avenue Swale

The 5th Avenue Green Extension is the second major bioswale that serves as a stormwater management system as well as a landscape park and open space amenity. The swale extends from High Street to the river, gradually widening as it moves toward the riverfront. The park space will be planted with appropriate wetland and/or bioswale vegetation and will have a number of seating, overlook and interpretive opportunities along it. The 5th Avenue streetscape and the 5th Avenue Green Extension should be designed in concert and feel like one contiguous public space that draws pedestrians to the river from Downtown, provides a beautiful naturalized path, and serves a critical stormwater function. Maintaining service access to the south side of the EWEB Headquarters building is an important consideration to resolve with this element's design.



FIGURE 4-23: DESIGN GUIDELINES - OPEN SPACE PROGRAM

## **PUBLIC PLAZAS**

There are a number of proposed urban plazas in the master plan that act as gateways, gathering places, landmark areas, or destinations on the site. Plaza spaces have been located in areas where activity, retail, sunlight, points of interest, and/or view corridors coincide.

### **5th Avenue Plaza**

The 5th Avenue Plaza is intended to be one of the main gathering and meeting points for the downtown riverfront and for residents of Eugene. The plaza overlooks the riverfront open space, offers views to the water, and provides the northern terminus of Restaurant Row and the eastern terminus of 5th Avenue. The design allows for expansion of the plaza into the street when the Riverfront Street is closed to vehicles. Water features, seating and gathering opportunities, public art, and feature plantings are envisioned for this area. This plaza should also have the ability to accommodate temporary kiosks and carts during festivals and events. A strong visual connection to the Riverfront Park and a view corridor to the river is critical for the success of this significant public space.

## **RIPARIAN ZONE**

Along the extent of the property, the existing riparian river edge will be enhanced as redevelopment occurs. This improvement and enhancement will provide significant habitat and ecological connectivity that will lead to a better environmental balance along this constrained river edge. Within the riparian zone, there will be limited direct access to the water's edge. Trails, structures, and any built elements within this zone will be sensitive to existing vegetation, site ecology and ecological footprint. Only native trees, shrubs, ground cover and herbaceous plant material will be utilized with the enhancement of the riparian zone. The application of large woody debris, invasive species control, and stormwater management can also support the creation of a functioning ecology within a managed landscape. Manipulation of the riverbank must take existing forces and cascading hydraulic risks into account and weigh these risks against potential benefits. Any new slope stabilization shall be sensitive to the existing vegetation and natural character, and endeavor to improve experiential connections and views to the river. It is well understood that activities below the 100-year-flood level come with hydraulic risks and that human activity is an expected component of this urban ecosystem.

## **OVERLOOKS + INTERPRETIVE SITES**

There are a number of overlooks and viewpoints planned among the riverfront open space. These viewpoints are strategically located at street ends, high points, historic areas, or special gathering spaces where people might pause. Historic infrastructure on the site should be preserved and incorporated into these overlooks where possible. All primary overlooks and viewpoints should be universally accessible.

## **PRIVATE OPEN SPACE SUGGESTIONS**

### **Restaurant Row + Pedestrian Boardwalk + 5th Avenue Plaza**

The concept of Restaurant Row and the riverfront boardwalk generated broad community support and enthusiasm. Restaurant Row provides the backdrop to the pedestrian boardwalk and a bridge between the Central Blocks redevelopment and the riverfront open space. The plaza area is intended to provide a variety of seating and entertainment opportunities for those visiting the small-scale restaurants and stores in this precinct. Pedestrian connections and clear views along the boardwalk allow for a separated pedestrian and bike paths along this portion of the riverfront. Where vegetated, the rooftops of Restaurant Row are intended as a natural extension of the riverfront "natives garden" and provide rooftop habitat and interest for the area.

### **Train Whistle Plaza**

Train Whistle Plaza was envisioned as an open space connection to 5th Street at one of the main gateways to the EWEB site. The plaza might have outdoor seating, street furnishings, interpretive sites and/or public art related to the railroad and Millrace history.

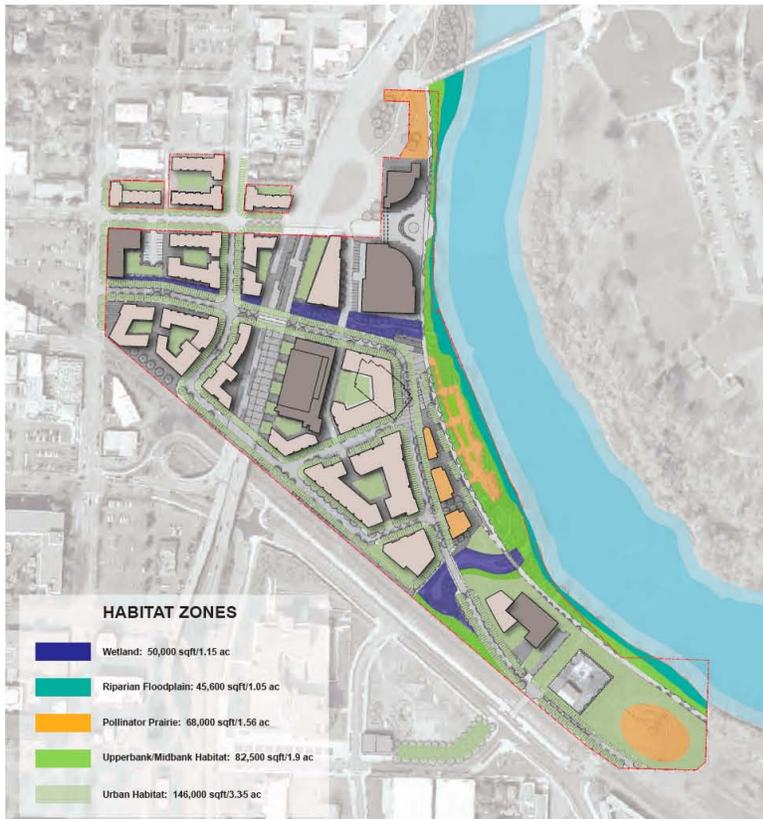


FIGURE 4-24: DESIGN GUIDELINES - HABITAT ZONES

### HABITAT ZONES

The Downtown Riverfront includes five proposed habitat zones: wetland, riparian floodplain, midbank/upper bank, prairie and urban habitat. Each zone has its own set of environmental conditions such as access to water, sun exposure, and soil type that determine the community of plants that will grow. Together, these zones are designed to contribute naturalized habitat on site, and to integrate and connect larger areas of habitat and nearby open space. The proposed Habitat Zones were developed based on information from restoration professionals, the design team, and the Riverfront Ecological Analysis and Design Report (see Master Plan Appendix).

All zones would consist primarily of native species and non-invasive introduced species that require minimal supplemental water, fertilization or pest or disease control. To function as envisioned, these zones will need to be designed and maintained. The intent is to encourage biodiversity across the riverfront site, to support natural systems and processes with appropriate plantings and maintenance, and to create a managed, naturalized, educational landscape.



FIGURE 4-25: DESIGN GUIDELINES - NATIVE PLANTS

### NATIVE PLANT COMMUNITIES

The Downtown Riverfront vision includes the use of native plant communities and non-invasive introduced species in the design the riverfront open space. A plant community is an assemblage of different species of plants growing together in a particular habitat. On the EWEB site, there are five plant communities that relate to the proposed habitat zones.

For a list of allowable plants, see Appendix B: Habitat Zones + Native Plant Communities.

In the riparian floodplain, the steep bank, variable water level, and large existing trees dictate smaller trees and shrubs that can withstand the shade and high water flows. Farther up the bank, there is bank-stabilizing riprap, less frequent high-water events, and tall existing trees. These challenging conditions call for a hardy suite of plants of mostly small trees, shrubs, and herbs that can provide valuable habitat for birds and pollinators. The conditions become much more variable in the upper bank zone with areas of sun and shade, and wet and dry. This variety translates into an assortment of plants each with its favored conditions, color, and texture. Lastly, the pollinator prairie is a mosaic of flowering herbs and small trees—all intended to attract pollinators and songbirds, and to provide habitat that is both functioning and educational.



FIGURE 4-26: DESIGN GUIDELINES - CULTURAL LANDSCAPE & OPEN SPACE

## CULTURAL LANDSCAPE & OPEN SPACE

Eugene’s downtown riverfront is a place that we share, making it an ideal landscape for community education and lessons from history. The overarching open space proposal is for a Cultural Landscape along the river—a community trove of green space, interpretive sites, public art, vistas and historic structures that teach about the history and culture embedded along the riverfront site. The intent is to use the riverfront landscape to teach and inspire inquiry into our community’s history, in a variety of ways and at a variety of scales.

The ecological design of the open space was influenced by the Riverfront Ecological Analysis and Design Report as well as extensive input from the public meetings, numerous stakeholder interviews, relevant precedents throughout the Pacific Northwest, and the professional experience of the design team. Through this work and additional research, environmental education and habitat enhancement were identified as two primary ecological objectives of the open space design.

The Appendix includes a preliminary list of recommended interpretive site topics for the Cultural Landscape. The design guidelines on the pages that follow direct the design and construction of Cultural Landscape and Open Space areas.

## DESIGN GUIDELINES

The design guidelines specified on the page that follows shall be used to direct the design and construction of Cultural Landscape and Open Space areas conceptually shown in the Downtown Riverfront Special Area Zone (S-DR) and in Figures 4-23, 4-24, and 4-26. For the purposes of these guidelines, the phrase “to the extent practicable” means that the guideline as described will be met to the extent possible while also allowing the design to: meet safety requirements, ensure compatibility between adjacent park and open space features, meet state and federal regulatory requirements including ADA accessibility requirements, stay within the construction and maintenance budget of the land managing agency, and ensure that the facilities can be sustainably maintained over their lifetime. This will require, in some cases, that the guidelines below will be met to a lesser degree in order to meet other requirements including those listed above.

Designs for development of any land that will be owned or managed by the City shall be reviewed and approved by the Eugene Parks and Open Space division prior to application for land use approvals and building permits.

## CULTURAL LANDSCAPE & OPEN SPACE DESIGN GUIDELINES

### PARKS + TRAILS + AREAS

**Riverfront Park.** To the extent practicable:

- The riverfront park surface shall be graded to slope downward from the relocated Riverbank Trail towards the Willamette River while retaining required coverage over existing buried infrastructure.
- The riverfront park shall include multiple clusters of trees. Trees may not be planted within view corridors shown in Figure 4-26.
- The riverfront park shall include accessible path connections from the relocated Riverbank Trail to the nature trail located near the top of bank.
- The riverfront park shall include one or more informal seating areas.
- The riverfront park shall include interpretive facilities that feature educational information related to the river, natural systems, cultural history, public art, or similar content.

**Pollinator Park.** To the extent practicable:

- Plantings within the pollinator park shall be comprised of a diversity of native grasses and wildflowers that provide pollen and nectar for adult insect pollinators, as well as larval host plants that provide food for caterpillars. The number and variety of species, their relative abundance, and their spatial organization shall be developed in conjunction with local native plant and pollinator experts and reviewed by City of Eugene Parks and Open Space staff.

**Riverbank Trail.** To the extent practicable:

- The Riverbank Trail shall be relocated and constructed as conceptually shown in Figure 4-26.
- The Riverbank Trail shall be about the proposed pedestrian boardwalk but at a lower elevation than the boardwalk. Grades for both trails shall be adjusted to provide functional separation appropriate to the site.

**Adventure Landscape Area.** To the extent practicable:

- The adventure landscape area shall include natural elements related to the river landscape or green infrastructure, such as rocks, boulders, logs, or recovered industrial artifacts.
- The adventure landscape area shall be located adjacent to green infrastructure.
- The adventure landscape area shall be designed to be compatible with adjacent uses.

### GREEN INFRASTRUCTURE

**Green Infrastructure**

- Green infrastructure may include, but is not limited to, vegetated stormwater facilities that are designed to treat stormwater from adjacent streets and development.

- Green infrastructure may incorporate walking paths, accessible seating, and viewing boardwalks.

### PUBLIC PLAZAS

**5th Avenue Plaza.** To the extent practicable:

- The plaza shall be designed to function as a public gathering space and/or event location.
- The plaza shall include a surface-grade kinetic water feature, interpretive display, or art feature.
- The plaza must be constructed of a hard surface material.
- Asphalt surfacing is prohibited.

### OVERLOOKS + INTERPRETIVE SITES

**Interpretive Sites and Overlooks.** To the extent practicable:

- Two overlooks shall be provided in locations conceptually shown in Figure 4-23. River overlooks shall be designed to provide views upriver and downriver.
- Interpretive sites shall include: educational displays and materials related to the river, natural systems, cultural history, public art, or similar content; and seating.

Suggested interpretive facility locations include:

- At the east end of the green infrastructure system north of the Great Street/Festival Street.
- Near the Wiley Griffin historic home site near the intersection of 5th Avenue and Mill Street.
- Near the proposed recreational landscape area and green infrastructure systems.
- Near the existing water intake structure.

Additional optional guidelines for the construction and location of river overlooks and interpretive sites are included in Appendix B of the Downtown Riverfront Specific Area Plan.

### HABITAT ZONES + NATIVE PLANT COMMUNITIES MANAGEMENT Management Guidelines

- To ensure long-term fulfillment of cultural landscape and open space areas, management plans for public park and green infrastructure areas must be approved by the City of Eugene Parks and Open Space Division, and implemented as specified in the approved plans.
- Standards for the evaluation of management plans shall be based on reasonable, sustainable and cost-effective methods to maintain habitat values of the different zones per current best management practices, taking into account the impacts of planned human uses of these areas. Management plans shall include suggested performance targets for the control of invasive plant species and for native species diversity and cover, as well as sustainable and cost-effective management practices consistent with maintaining important habitat elements and structure.

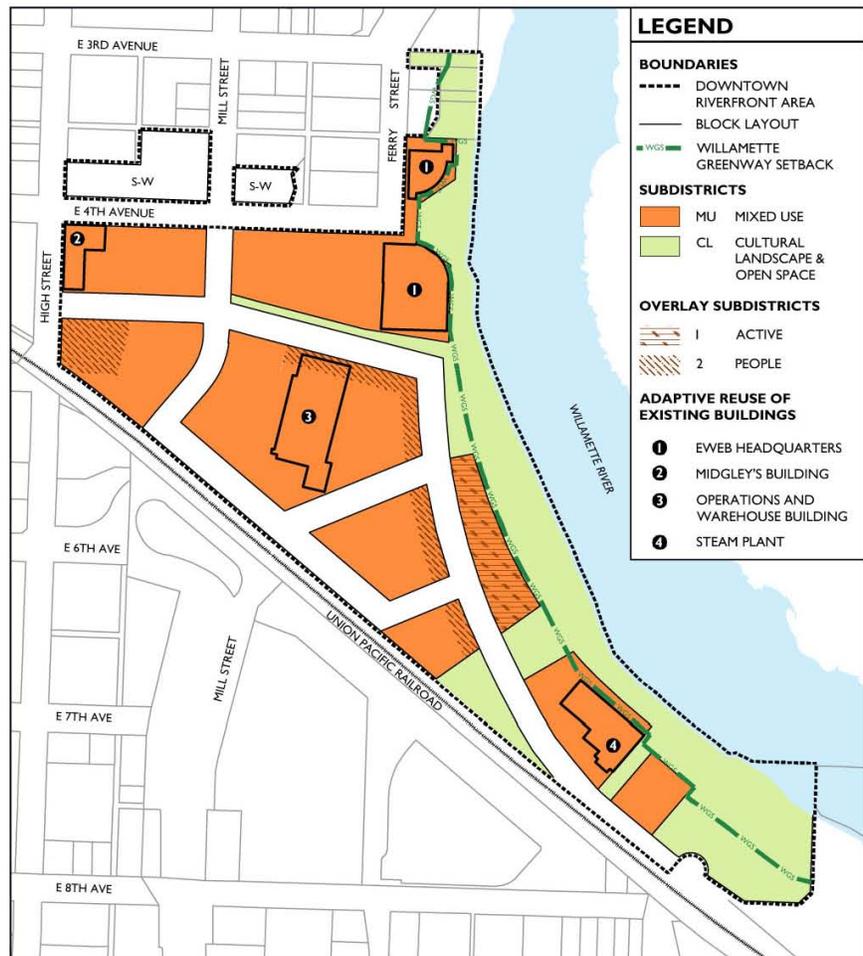


FIGURE 5-1:  
REGULATING PLAN

## 5. IMPLEMENTATION

### A. LAND USE

Two primary sub-districts with two overlay subdistricts give structure to the redevelopment.

#### SUBDISTRICTS

##### S-DR/MU (Mixed-Use)

This subdistrict applies to areas designated for new mixed-use construction and/or the adaptive re-use of existing structures.

##### S-DR/Cultural Landscape + Open Space (CL/OS)

This subdistrict applies to properties designated as part of the Cultural Landscape & Open Space—an area that includes interpretive sites, parkland, open space, urban plazas and properties designated for green infrastructure services.

#### OVERLAY SUBDISTRICTS

##### S-DR/MU/1 (Active)

This overlay subdistrict requires an emphasis on retail, dining and/or active commercial uses that provide public amenities and have a strong relationship to the public street and adjacent open space.

##### S-DR/MU/2 (People)

This overlay subdistrict applies to areas along the primary street and near the intersection of High Street and the extension of 5th Avenue. It requires the inclusion of residential dwelling units above the ground floor in buildings with commercial uses including retail, office, restaurant, or similar nonresidential uses.

### B. USES

The approved vision for the redevelopment of the Downtown Riverfront includes a mix of residential and commercial uses, new riverfront open space, green infrastructure, and improved public access to the riverfront open space.

## C. CATALYST USES

There are two subdistrict overlays that direct the locations of uses on the riverfront site. The focus on retail and residential uses in these locations is intended to catalyze the development of an “active, people place” and to focus retail energy.

### 1. Restaurant Row: Ground Floor

#### Eating and Drinking Establishments

Restaurant  
Specialty Food and Beverage  
Bar and Tavern  
Delicatessen

#### Education, Cultural, Religious, Social and Fraternal

Artist Gallery/Studio  
Community and Neighborhood Center  
Park and Non-Publicly Owned open Space Use  
Museum

#### Trade (Retail and Wholesale)

Bicycle Rental/Sales/Service  
Book Store  
Specialty Store (e.g. gift store)  
Toy and Hobby Store  
Computer Store  
General Merchandise

#### Personal Services

Barber, Beauty, Nail, Tanning Shop  
Locksmith Shop  
Shoe Repair Shop  
Tailor Shop

### 2. Restaurant Row: Above Ground Floor

#### Office

Administrative, General and Professional Office  
Scientific and Educational Research Center

#### Residential

Dwellings  
Rowhouse  
Four-Plex (Four-Family attached on the same lot)  
Multiple-Family (3 or More Dwellings on same lot)

#### Lodging

Bed and Breakfast Facility  
Hotel, Motel and similar business providing overnight accommodations

### 3. Residential Overlay: Above Ground Floor

Residential uses are required above the ground floor in the area described by the S-DR/MU/2 (People) subdistrict overlay.

## D. USES NOT ALLOWED

The following uses are not allowed on the riverfront property. This list was developed using the allowable uses in the C-2 zone designation, according to the Eugene Development Code Table 9.2160 Commercial Zone Land Uses. Based on the C-2 zone designation, uses considered incompatible with the vision for the Downtown Riverfront were excluded.

These uses were determined to be incompatible with the vision for the redevelopment of the Downtown Riverfront as approved by the Community Advisory Team and EWEB Board of Commissioners.

#### Entertainment and Recreation

Golf Driving Range

#### Lodging

Recreational Vehicle Park

#### Medical, Health and Correctional Services

Correctional Facility, Excluding Residential Treatment Center

#### Motor Vehicle Related Uses

Motor Vehicle Sales/Rental/Service excluding recreational vehicles and heavy trucks  
Parking Area not directly related to a primary use on the same development site  
Recreational Vehicles and Heavy Truck, Sales/Rental/Service Repair, includes paint and body shop  
Service Stations, includes quick servicing  
Structured Parking, up to two levels not directly related to a primary use on the same development site  
Tires, Sales/Service  
Transit Park and Ride, Major  
Transit Park and Ride, Minor

#### Residential

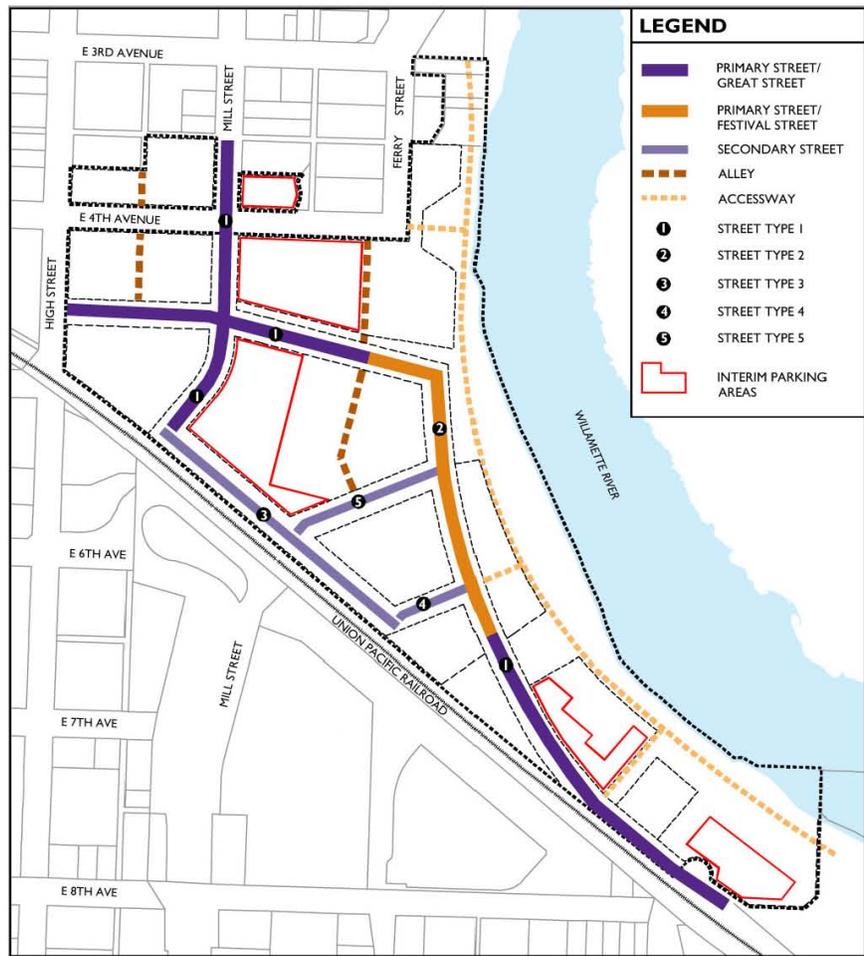
One-Family Dwelling  
Duplex (Two-Family Attached on the Same Lot)

#### Trade (Retail and Wholesale)

Agricultural Machinery Rental/Sales/Service  
Equipment, Heavy, Rental/Sales/Service –includes truck and tractor sales  
Manufactured Dwelling Sales/Service/Repair

#### Other Commercial Services

Collection Center, Collection of used goods



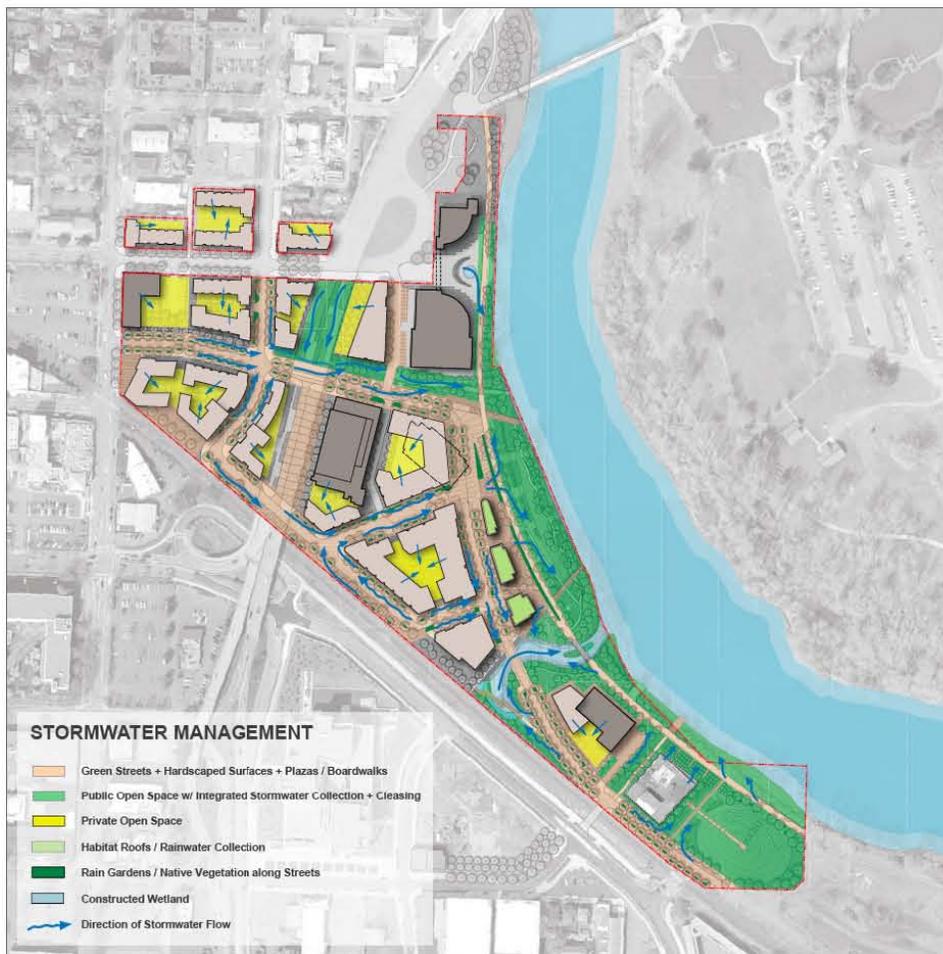
**FIGURE 6-1:  
STREET TYPES**

## 6. INFRASTRUCTURE

The existing riverfront property has infrastructure in place to support its current utility and office uses. Electric, water, natural gas, telecommunications and sewer utilities serve the property. Existing public rights-of-ways provide access from 4th Avenue to the Headquarters Buildings, EWEB Plaza and Midgley’s Building, but the remainder of the property is inaccessible to the public.

New and additional infrastructure and public services (police, emergency response, etc.) will be needed to safely and efficiently serve the property and meet the vision of the riverfront master plan. The most important elements of new infrastructure are Riverfront Street—the primary right-of-way that gives public access to the riverfront and makes internal redevelopment blocks accessible—and the riverfront public open space.

Improvements to infrastructure are likely to be phased, and should be integrated with the overall re-development strategy. Individual improvements should be considered as part of the whole to help create synergies and lead to more expedient re-development. The stormwater strategy, for example, is closely tied to the public open space design. Riparian enhancement depends on relocation of the bike trail and riverfront utilities. Well-coordinated infrastructure phasing will help create a whole that is superior, and less expensive, than the sum of its parts.



**FIGURE 6-2:**  
**STORMWATER MANAGEMENT**

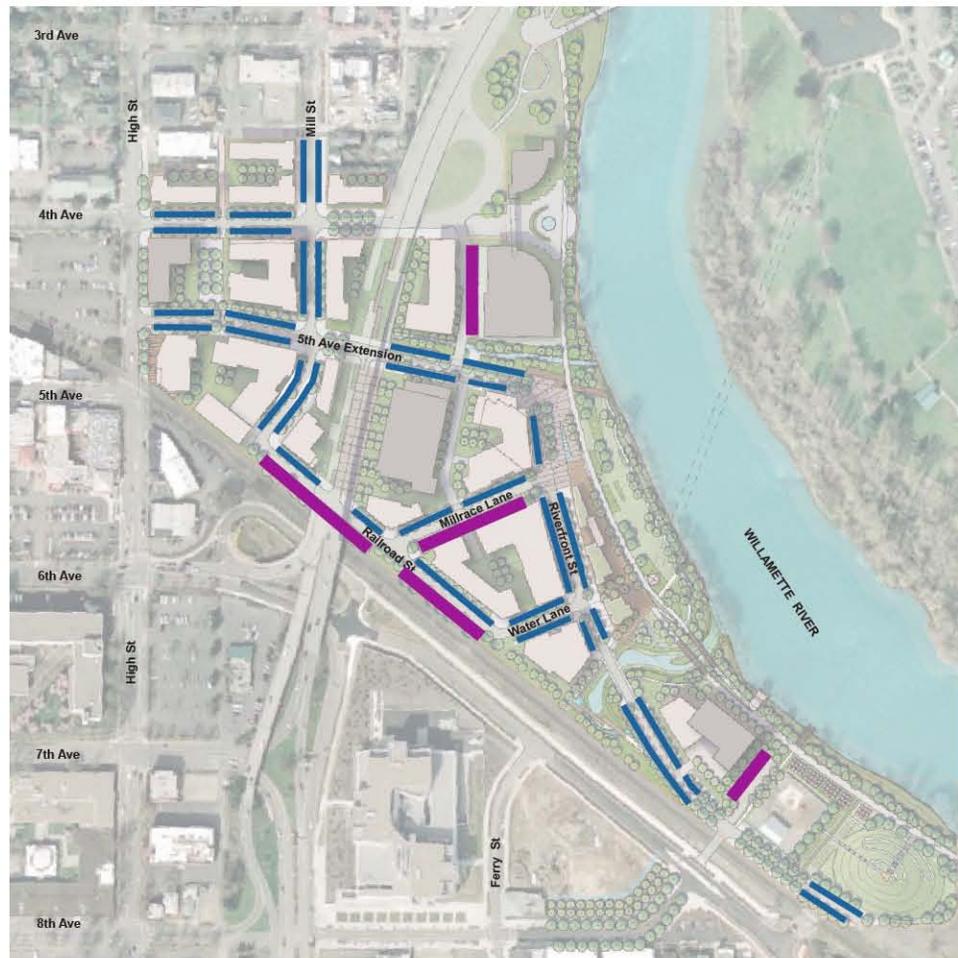
## STORMWATER MANAGEMENT

Managing the property's stormwater through retention and cleansing is strategic for sustainability principles that address water conservation and quality. The stormwater management strategy will seek to reduce the negative impacts of urban runoff typically associated with large volumes of untreated runoff, such as erosion and sedimentation, and the release of harmful chemicals into waterways.

The plan includes an integrated stormwater design that aims to mimic the hydrology of a natural, undeveloped site. This will reduce net runoff by utilizing a number of management systems:

- Bioswales
- Rain Gardens
- Open Water Channels
- Greenroofs
- Pervious Paving
- Rainwater Retention Basins
- Rainwater Harvesting and Storage Systems
- Water-wise Planting and Native Plant Communities

These systems are proposed throughout the site and incorporated into the fundamental vision in a variety of ways. Through the use of effective stormwater management, runoff can be reduced between 19% and 65%.



**FIGURE 6-3:  
ON-STREET PARKING**

### ON-STREET PARKING STRATEGY

The plan adopts a Downtown parking strategy: encouraging alternate means of transportation while recognizing the importance of adequate access and on-street parking to support retail uses.

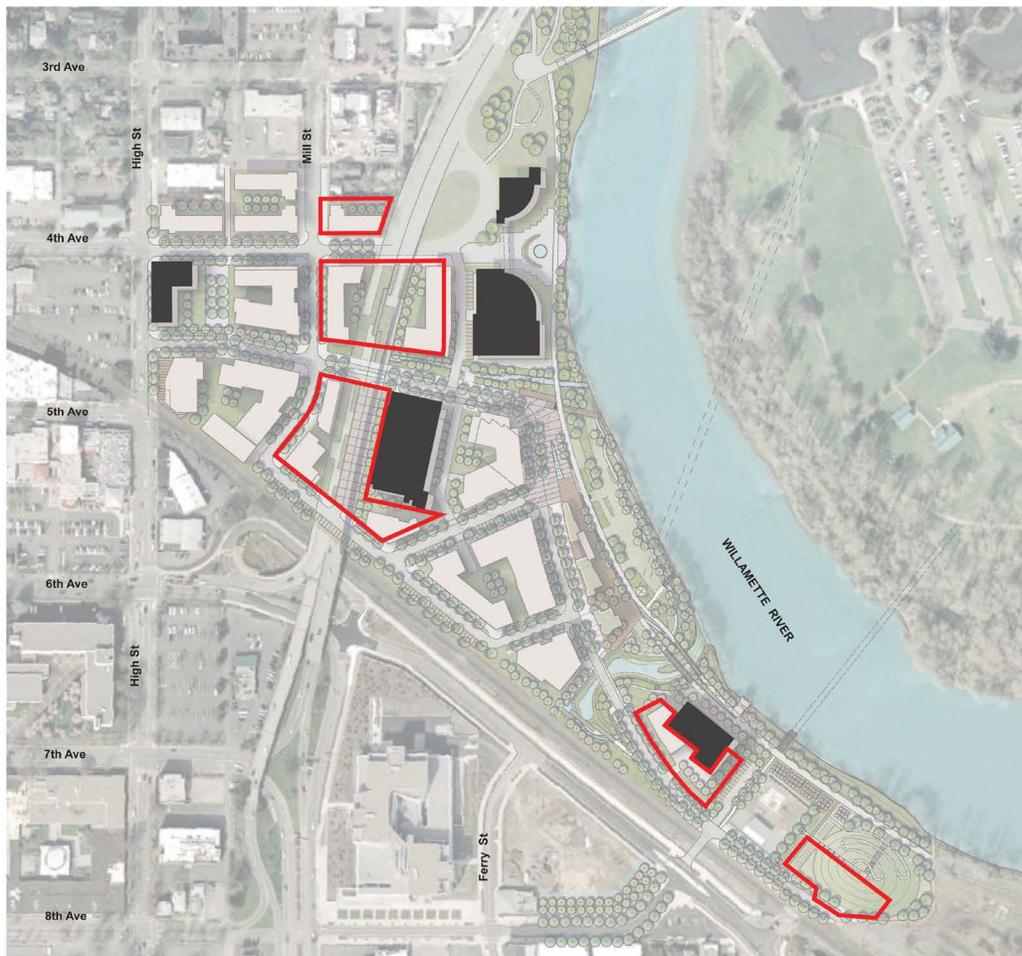
With the exception of lots with six or fewer spaces, new surface parking is not an allowable use on the riverfront site. Small surface parking lots of up to six spaces are allowed in conjunction with buildings within the redevelopment. These lots should be located internal to blocks, not fronting 5th Avenue or Riverfront Street.

The on-street parking capacity of the plan is approximately 300 cars, all located within one or two blocks of the riverfront. This capacity meets the demand for the retail and commercial uses and is an important factor in the feasibility of Restaurant Row. Streets in the plan are designed to have parallel parking and perpendicular parking on one side to increase the on-street capacity. The south-west side of Railroad Street is particularly useful to increase parking capacity, with head-in parking along the length of the railroad frontage. With clear street connections along Millrace Lane and Water Lane to the river, this provides convenient parking within one block of the riverfront, but

locates most automobiles away from the river edge open space. The Parking Locations diagram illustrates where parallel and perpendicular on-street parking are proposed.

Individual redevelopment blocks are required to “self-park” and accommodate parking for residential or other uses. All parking should be hidden from view from the sidewalk. Multi-story parking garages should have liner uses on the ground level when facing a sidewalk. The exception to this requirement is along Railroad Street, where private and shared garage access may face the railroad corridor. The Parking + Building Types diagram show a range of parking options for various types of residential redevelopment. The Building Type diagram shows how housing types can be arranged to fit a range of parcel sizes, from narrow lots to wider lots, and how a diversity of residential units can be accommodated with parking that is not visible from the street. With access to the bike path and improved connections to Downtown, it is expected that parking ratios can be smaller than in more auto-dominated parts of the city. Shared off-street parking between daytime and evening uses is also encouraged.

Bicycle parking should be provided near the riverfront open space, and incorporated with the sidewalk design.



**FIGURE 6-4:  
INTERIM PARKING**

## **INTERIM PARKING**

To seed redevelopment and encourage the adaptive re-use of existing structures, Interim Surface Parking associated with the EWEB Headquarters Building, Operations Warehouse, and Steam Plant are allowed.

This allowable surface parking is independent of EWEB's presence on the site and preserves the current economic value of the existing buildings.

## 7. REDEVELOPMENT SCENARIOS

The redevelopment of Eugene’s Downtown Riverfront presents a unique and compelling opportunity at the center of the city. During the master planning process, five use scenarios were developed early in the design process to support the development of a feasible and flexible redevelopment framework on the EWEB property. These scenarios are included in the “Preliminary Development Program Memorandum” prepared by Leland Consulting for Rowell Brokaw Architects. The full memorandum is included in the master plan’s appendix.

Four refined redevelopment scenarios for the Downtown Riverfront apply the market research and use scenario analysis completed by Leland Consulting to the property’s approved redevelopment framework. During the design phase, a redevelopment capacity of 200-450 residential units was estimated for the redevelopment, with sub-area densities ranging from 24 units/acre to 150 units/acre depending upon location, redevelopment envelope, and building type.

### Base Scenario

Accomplishes a new redevelopment of 250 units across 10 acres (25 units/acre). Includes existing EWEB office uses and the development of Restaurant Row. New construction includes 3- and 4-story stacked flats with structured and/or screened parking. Townhouses proposed west of the viaduct. Residential use requirement above ground floor along Riverfront Street. Redevelopment Summary: 250 dwelling units, 36,000sf of retail/commercial, and 118,000sf of existing office.

### Mixed-Use Neighborhood

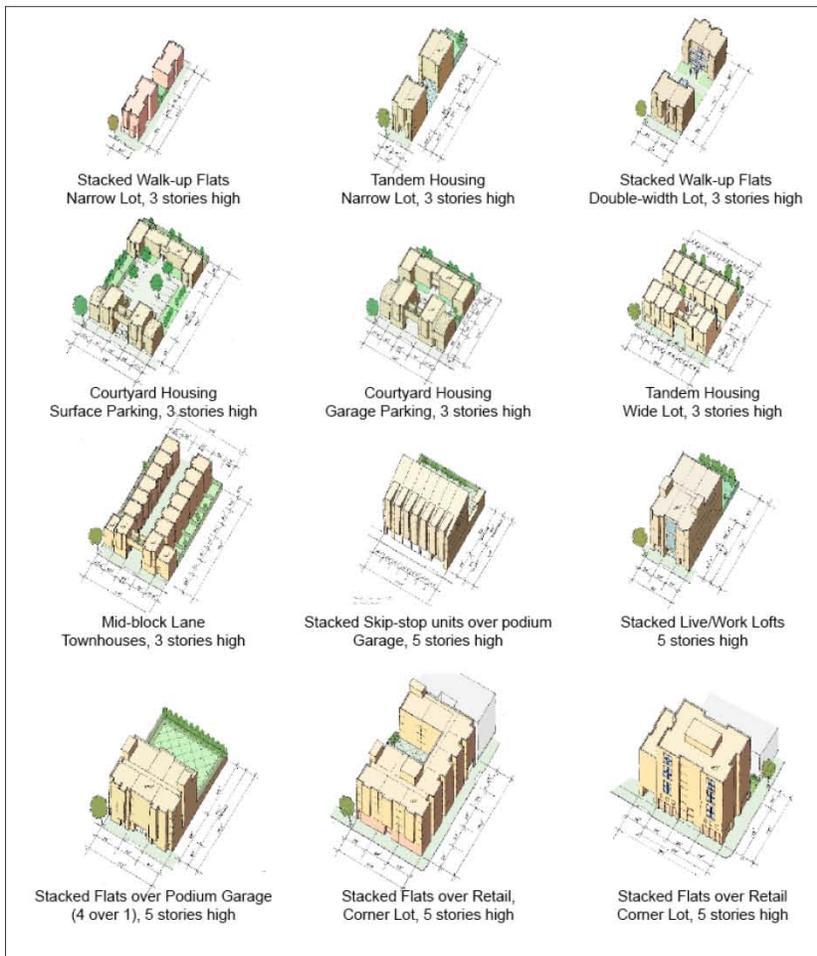
Focuses on addition of higher-density residential capacity to the Downtown core. Includes 4- to 6-story stacked flats over some retail with structured and/or screened parking. Restaurant Row is developed and the existing Operations Warehouse is re-used for local retail/commercial. Townhouses, rowhouses and stacked flats over commercial are proposed west of the viaduct. Residential use requirement above ground floor along Riverfront Street. Redevelopment Summary: 404 dwelling units, 68,000sf of retail/commercial, 45,000sf of office, and 118,000sf of existing office.

### New Industry District

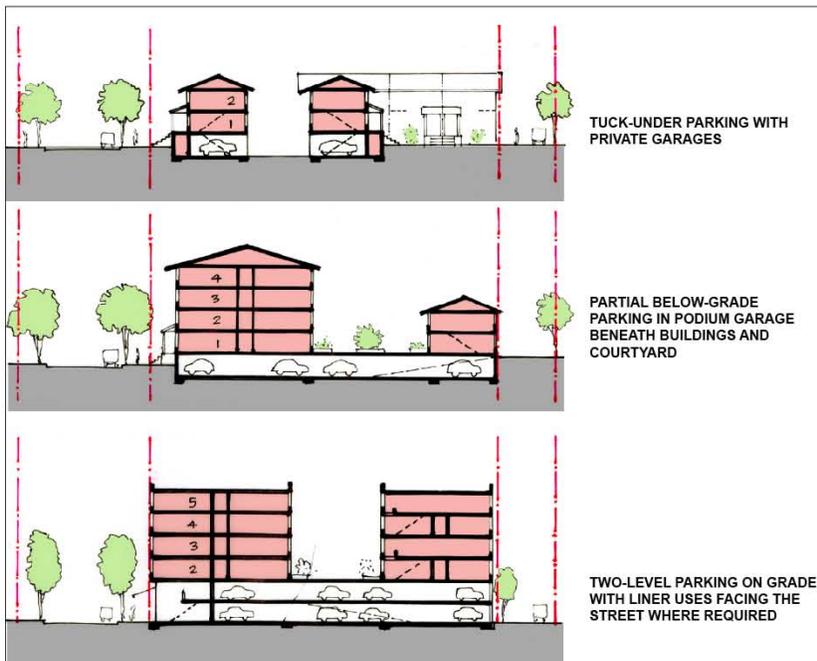
Focus on small-scale, craft industries and residential in Downtown core. Includes 3- and 4-story structures and long-term utilization of interim parking locations. Live-work rowhouses and townhouses located west of the viaduct. Despite a focus on small industry, the housing requirement above the ground floor along Riverfront Street still puts “eyes on the park” along Restaurant Row and riverfront open space. Redevelopment Summary: 85 dwelling units, 116,000sf of retail/commercial, 175,000sf of office, and 118,000sf of existing office.

### Civic Center

Directs redevelopment effort toward office uses. Includes 3- and 4-story buildings and presumes a parking structure on Block 7 as well as the need to retain greater areas of interim parking. Townhouses located west of the viaduct. Restaurant Row is developed with riverfront park space. Includes the housing requirement above the ground floor along Riverfront Street still puts “eyes on the park” along Restaurant Row and riverfront open space. Redevelopment Summary: 73 dwelling units, 76,000sf of retail/commercial, 275,000sf of office, and 118,000sf of existing office.



**FIGURE 7-1:  
HOUSING TYPES + DENSITY**



**FIGURE 7-2:  
HOUSING + PARKING STRATEGIES**

# Eugene Downtown Riverfront

## Specific Area Plan

### Appendix

FEBRUARY 2012

#### APPENDIX A: HABITAT ZONES + NATIVE PLANT COMMUNITIES

##### RIPARIAN FLOODPLAIN

The Riparian Floodplain extends the length of the riverfront below the existing top of bank. The intent of the master plan is to increase and enhance the riparian zone where possible. This would be achieved by:

- Removing invasive vegetation
- Enhancing existing native riparian vegetation in order to increase management species habitat, mitigate erosion, and increase river shading
- Increasing the area of riparian habitat above Ordinary High Water Mark
- Creating new habitat where space allows using native trees, shrubs, forbs, grasses, sedges and rushes

##### RIPARIAN FLOODPLAIN PLANT LIST

###### Tree Species

*Alnus rhombifolia*  
*Alnus rubra*  
*Fraxinus latifolia*  
*Populus trichocarpa*

###### Small Tree & Shrub Species

*Cornus sericea*  
*Crataegus suksdorfii*  
*Malus fusca*  
*Physocarpus capitatus*  
*Salix hookeriana*  
*Salix lucida ssp. lasiandra*  
*Salix sitchensis*  
*Symphoricarpos albus var. laevigatus*  
*Viburnum ellipticum*

###### Forb Species

*Scutellaria lateriflora*  
*Stachys cooleyae*  
*Urtica dioica*

###### Grass and Sedge Species

*Carex obnupta*  
*Carex hendersonii*  
*Carex interrupta*  
*Juncus effusus ssp. Pacificus*  
*Juncus occidentalis*

## **WETLAND**

The Wetland Habitat Zone consists of constructed wetlands and/or bioswales that address stormwater management for the site. These areas would receive stormwater from public streets and cleanse it prior to it being discharged into the river. These areas would consist of:

- Naturalized stormwater bioswales
- Millpond Swale
- Plantings with native wetland small trees, shrubs, forbs, grasses, sedges, and rushes

### **WETLAND PLANT LIST**

#### **Small Tree & Shrub Species**

*Acer circinatum*  
*Cornus sericea*  
*Crataegus suksdorfii*  
*Malus fusca*  
*Physocarpus capitatus*  
*Salix hookeriana*  
*Salix lucida ssp. lasiandra*  
*Salix sessilifolia*  
*Salix sitchinensis*  
*Spiraea douglasii*  
*Viburnum ellipticum*

#### **Forb & Fern Species**

*Allisa triviale\** (in water)  
*Camassia leichtlinii*  
*Delphinium trolliiifolium\**  
*Dicentra formosa\**  
*Lupinus polphyllus*  
*Lysichiton americanum\** (in water)  
*Ranunculus orthorhyncus\**  
*Sidalcea cusickii\**  
*Sisyrinchium idahoense\**  
*Urtica dioica\**  
*Veronica scutellata\** (in standing water)  
*Dodecatheon hendersonii*

#### **Grass & Sedge Species**

*Agrostis exarata*  
*Alopecurus geniculatus*

#### **Mill Pond Swale Only**

*Bromus carinatus*  
*Bromus sitecehsis*  
*Carex densa*  
*Carex hendersonii*  
*Carex leptopoda*  
*Carex obnupta*  
*Carex stipata*  
*Danthonia californica*  
*Deschampsia cespitosa*  
*Festuca romerii*  
*Eleocharis accicularis*  
*Eleocharis ovata*  
*Eleocharis palustris*  
*Glyceria occidentalis*  
*Glyceria striata*  
*Hordeum brachyantherum*  
*Juncus acuminatus*  
*Juncus effuses ssp. Pacificus*  
*Juncus occidentalis*  
*Juncus patens*  
*Juncus tenuis*  
*Schoenoplectus acutus* (in water)  
*Schoenoplectus americanus* (in water)  
*Schoenoplectus tabernaemontoni* in water)  
*Scirpus microcarpus*  
*Scirpus validus*  
*Sparganium* (in water)

## UPPER BANK / MIDBANK

The Upperbank and Midbank Habitat Zones connect to the Riparian Zone and extend across a large area of the riverfront open space. These areas would address:

- Removal of invasive vegetation
- Joint planting of native shrubs (e.g., willow) in riprap areas at/above Ordinary High Water Mark
- Bank alteration and reduction of steep slopes where possible to encourage plant establishment and improve maintenance
- Plantings with native small trees, shrubs, forbs and grasses that have habitat value for birds, insect pollinators and other wildlife species
- Maintaining of views to the river and good lines of sight in public areas

## MID-BANK/UPPER BANK PLANT LIST

### Tree Species

*Acer macrophyllum*  
*Arbutus menziesii*  
*Fraxinus latifolia*  
*Quercus garryana*  
*Quercus kelloggii*

### Small Tree & Shrub Species

*Acer circinatum*  
*Amelanchier alnifolia*  
*Aruno dioicus*  
*Baccharis pilularis*  
*Berberis aquifolium*  
*Ceanothus sanguineus*  
*Ceanothus velutinus*  
*Corylus cornuta* var. *californica*  
*Holodiscus discolor*  
*Lonicera involucrata*  
*Oemleria cerisiformis*  
*Philadelphus lewisii*  
*Prunus emarginata* var. *mollis*  
*Prunus virginiana* var. *demissa*  
*Rhamnus purshiana*  
*Ribes sanguineum*  
*Rubus parviflorus*  
*Salix scouleriana*  
*Sambucus racemosa*  
*Symphoricarpos albus* var. *laevigatus*  
*Viburnum ellipticum*

### Forb & Fern Species

*Aquilegia Formosa*  
*Artemisia douglasiana*  
*Asclepias speciosa*  
*Clarkia amoena*  
*Clarkia purpurea* var. *purpurea*  
*Claytonia sibirica*  
*Collomia grandiflora*  
*Delphinium menziesii*

*Delphinium trolliifolium*  
*Dicentra Formosa*  
*Erysimum capitatum* var. *catitatum*  
*Eschscholzia californica*  
*Fragaria vesca* var. *bracteata*  
*Fragaria virginiana* var. *platypetala*  
*Geranium oregonum*  
*Gilia capitata*  
*Hechera lanatum*  
*Heuchera micrantha*  
*Hydrophyllum tenuipes*  
*Iris chrysophylla*  
*Iris tenax*  
*Lomatium dissectum*  
*Lomatium nudicaule*  
*Lomatium utriculatum*  
*Lupinus rivularis*  
*Mertensia platyphylla*  
*Plectris congesta*  
*Polystichum munitum*  
*Plectritis congesta*  
*Potentilla gracilis*  
*Prunella vulgaris* ssp. *lanceolata*  
*Ranunculus occidentalis*  
*Sidalcea malviflora* var. *virgata*  
*Sisyrinchium idahoense*  
*Solidago canadensis*  
*Symphyotrichum hallii*  
*Symphyotrichum subspicatum*  
*Triteleia hyacinthine*  
*Viola adunca*  
*Wyethia angustifolia*

### Grass & Sedge Species

*Carex tumulicola*  
*Danthonia californica*  
*Elymus glaucus*  
*Festuca roemerii*  
*Koeleria macrantha*

## POLLINATOR PRAIRIE

The Pollinator Prairie Habitat Zone encompasses all zones that have a grassy, meadow character and would incorporate:

- Native grassland meadow
- Planting of native species that serve as nectar/food and host/shelter sources for native pollinators as well as songbirds
- Educational and interpretive measures that inform the public about native pollinator and songbird habitat
- Habitat greenroofs on adjacent buildings

## POLLINATOR PRAIRIE PLANT LIST

### Small Tree & Shrub Species

*Amelanchier alnifolia*  
*Berberis aquifolium*  
*Corylus cornuta* var. *californica*  
*Holodiscus discolor*  
*Oemleria cerisiformis*  
*Philadelphus lewisii*  
*Prunus emarginata* var. *mollis*  
*Prunus virginiana*  
*Rhamnus purshiana*  
*Ribes sanguineum*  
*Syphoricarpos albus* var. *laevigatus*

### Forb Species

*Achillea millefolium*  
*Anaphalis margaritacea*  
*Aquilegia Formosa*  
*Brodiaea coronaria* ssp. *coronaria*  
*Clarkia amoena*  
*Clarkia purpurea* var. *purpurea*  
*Collinsia grandiflora*  
*Collomia grandiflora*  
*Delphinium menziesii*  
*Epilobium ciliatum* var. *glandulosum*  
*Epilobium densiflorum*  
*Eriophyllum lanatum*  
*Erysimum capitatum* var. *capitatum*  
*Escholtzia californica*  
*Fragaria virginiana* var. *platypetala*

*Geranium oreganum*  
*Gilia capitata*  
*Heuchera micrantha*  
*Iris tenax*  
*Lomatium dissectum*  
*Lomatium nudicaule*  
*Lomatium ultriculatum*  
*Lupinus bicolor*  
*Lupinus polyphyllus*  
*Mertensia platyphylla*  
*Plectritis congesta*  
*Potentilla gracilis*  
*Prunella vulgaris* ssp. *lanceolata*  
*Ranunculus occidentalis*  
*Sidalcea virgata* (syn=*malviflora* var. *virgata*)  
*Sisyrinchium idahoense*  
*Solidago canadensis*  
*Symphyotrichum hallii*  
*Symphyotrichum subspicatum*  
*Triteleia hyacinthine*  
*Viola adunca*  
*Wyethia angustifolia*

### Grass & Sedge Species

*Carex tumicola*  
*Danthonia californica*  
*Elymus glaucus*  
*Festuca roemerii*  
*Koeleria macrantha*

## **URBAN HABITAT**

Urban Habitat is the landscape associated with the redevelopment sites, streets, perimeter planting, and public open spaces for urban agriculture, play areas, and plazas. These areas would consist primarily of native species and non-invasive introduced species that require minimal supplemental water, fertilization or pest or disease control. The Urban Habitat Zone includes:

- Installation of stormwater bioswales and rain gardens using native species adapted to the specific conditions of each feature
- Planting of native species similar to Upperbank Habitat species that provide additional habitat for birds and pollinators
- Streetscape plantings, landscape boulevards, and private courtyards using mostly native species supplemented by non-invasive introduced species that require minimal supplemental water, fertilization, pest or disease control

## **URBAN HABITAT PLANT LIST**

The allowable plant list for the Urban Habitat Zone includes all plant materials noted in the Upper/Midbank Plant List, in addition to the following urban trees:

### **Tree Species**

*Acer rubrum* varieties  
*Carpinus betulus*  
*Quercus accutissima*  
*Quercus frinetto*  
*Quercus phellos*  
*Arbutus menziesii*  
*Fraxinus latifolia*  
*Quercus garryana*  
*Quercus kelloggii*  
*Zelkova serrata*

## **APPENDIX B: CULTURAL LANDSCAPE INTERPRETIVE SITES**

The following interpretive topics were recurring themes during public discussions about the redevelopment of the riverfront property. They represent an incomplete collection of stories and topics that are appropriate for inclusion in the Cultural Landscape.

### **Wiley Griffon's House**

Wiley Griffon is widely considered to be Eugene's first African-American resident. Well-known and popular, Griffon was the driver and de facto operator of a mule-driven streetcar service that carried early residents from West Eugene to the University of Oregon campus. A Sanborn map from 1912 shows Griffon's house to be located near the intersection of 4th and Mill Street, on the riverfront property near to the present-day EWEB Employee's Credit Union. On Eugene Skinner's first plat, Griffon's residence is located on Block 10, Lot 4.

Born in 1867, Griffon came to Eugene from Texas in 1891 with Henry W. Holden, the railway entrepreneur who employed him. Wiley died in Eugene in 1913, at age 46, and was buried in the Masonic Cemetery among Eugene's other pioneer citizens. The location of his grave in the Masonic, and the fact that the local Elks paid for his funeral, says a great deal about the respect Griffon earned during his 22 years as a member of Eugene's community. By all accounts, he was a well-liked, respected man who made recognized contributions to the daily lives of others. He worked for many businesses during his time in Eugene, and purchased his small home overlooking the Millrace in 1909. It is a simple story of a popular man made remarkable by that fact that Griffon lived in Eugene at a time when Oregon laws still barred African-Americans from residing in the state. Griffon's home site also provides as a connection between two adjacent sites of historic significance to the African-American community: the Mims House and Ferry Street Community site.

### **Ferry Street Community**

More African-Americans came to Eugene, despite the discriminatory laws and ethic, in the 1930s-1950s, with the Southern Pacific Railroad. In the 1940s, some of these new residents came together in a small community along the northern banks of the Willamette River, near the Ferry Street Bridge and just beyond Eugene's city limits.

The Ferry Street Community was Eugene's first African-American neighborhood. It was located near the foot of the DeFazio Footbridge, on the north side of the river. The houses are remembered as being square in plan, wood-framed, and with simple roofs made from solid materials or canvas. The homes were constructed primarily from scavenged materials. Today, no physical evidence of the settlement exists. In July 1949, a Lane County Court ordered that the Ferry Street Settlement be razed and residents evicted. Newspaper articles reported that some families did not even have an opportunity to remove their belongings before the small structures were bulldozed. At that time, the community was reported to include 101 people, 65 of whom were "colored," 36 of whom were white, and most of whom were poor. In a 2006 interview, Mattie Reynolds, who lived on the site with her husband and children, recalled the names of eight families who lived on the site in 1948: Johnson, Mims, Nettles, Lester, Garrets, Holt and Henry, and Frenchwell. Newspaper articles from 1949 also reference at least three white families named Barber, Walker and Owens.

Following demolition, Eugene's African-American community was dispersed to three separate areas of town: West Eugene, High Street and Glenwood. The land where several families relocated in West Eugene was without water or sewer service, and marked by seasonal flooding. Lyllye Reynolds Parker was among the children who were forced to move when the Ferry Street Community was demolished. Sam Reynolds Street in West Eugene is named for her father. Views to the area once occupied by the Ferry Street Community are afforded from the northern edge of the EWEB property, presenting an opportune location for historic interpretation and commemoration.

### **Rivers + Hydrology**

On a calm day, the Willamette River exudes a bucolic character that belies its power and area of influence. On average, this waterway carries 32,000 cubic feet of water per second (cfs); during the 1996 flood, that rate was 460,000 cfs, or 14 times its average flow. The Willamette watershed encompasses nearly 12,000 square miles and the river itself is 187 miles long, flowing north from the southern end of the Willamette Valley to its confluence with the Columbia River in Portland. Life teams in its waters, and

along its banks: more than 70% of Oregon's population lives within this watershed. River overlooks provide the opportunity for interpretative sites addressing hydrology, river systems and water quality.

### **Historic Infrastructure**

The EWEB property is literally filled with industrial relics, and there are numerous opportunities to repurpose these items. Most notably, the Steam Plant sits near the southern terminus of the riverfront open space, forming a historic backdrop to the riverfront property. Completed in 1931, the Steam Plant is historically significant for its use as a power plant. The structure is a highly recommended candidate for renovation and adaptive reuse.

### **Natural Systems + Habitat**

Stormwater runoff poses a major threat to the health of rivers, and loss of habitat in urban areas threatens pollinator species and songbirds. The master plan proposes new habitat but also recommends interpretive sites along the Millpond Swale and atop the Pollinator Knoll to share this knowledge and present action-item solutions to community members.

### **Skinner's Mudhole + Ferry Crossing**

The riverfront property is part of our city's earliest history and a river overlook is an ideal location to share this history lesson.