

FINAL DRAFT – 11.16.2020

Campus Plan Amendment: North of Franklin Boulevard New Willamette and Millrace Design Areas

Proposed *Campus Plan* Amendments: Maximum Allowed Densities, Open Space Framework, Design Area Special Conditions, and Campus Boundary

Public Hearing, November 10, 2020
Campus Planning Committee Action, _____, 2020
UO Administration Approval, _____

Introduction

The purpose of the amendment is to incorporate the university’s land north of Franklin Boulevard into the *Campus Plan* to guide essential future campus development and connect people to the Willamette River based on *Campus Plan* principles. The amendment will be consistent with the new Conditional Use Permit (2018), which was designed to accommodate the university’s long-term potential needs.

This amendment will establish a framework of designated open spaces and major campus pathways, establish allowed building densities, and identify development opportunities and constraints.

The amendment will add a new open-space type, “Natural Areas,” to the designated open-space definitions. The open space framework would be amended to incorporate the addition of the Riverwalk Axis, Riverfront Parkway Axis, Millrace Natural Area, Onyx Axis, Millrace Green, North Green, and the Willamette River Natural Area designated open spaces. Also, the pathway system will be amended.

The density amendment will establish allowable densities for the new Willamette Design Area and the Millrace Design Area.

The amendment for the Willamette and Millrace Design Area special conditions will provide descriptions of the new or adjusted designated open spaces, identify significant landscape elements present in those areas, and note opportunities and constraints to inform future development projects.

The University of Oregon campus boundary will be amended to incorporate all contiguously owned university land.

Please see below or visit <https://cpfm.uoregon.edu/campus-plan-amendment> for more information and detailed descriptions.

November 16, 2020 Final Draft – Summary of Changes

Throughout the amendment process we've received comments and feedback, which have been considered as the amendment materials have been refined. Feedback has primarily pertained to the creation of a new type of designated open space better reflecting natural areas and the description of possible uses in the Willamette Design Area.

This Final Draft highlights changes in response to additional feedback since September 25, 2020. Edits shown in red reflect revisions prior to 11/3 (previously distributed as part of the November 10, 2020 CPC meeting mailing). Edits shown in blue reflect revisions after the 11/10 CPC Public Hearing and discussion.

Changes are primarily related to:

- Clarifying the importance and location of the circulation network (pedestrian, bike, and service routes).
- Clarifying that proposals in the Willamette Design Area must be consistent with the Conditional Use Permit, which enables several land uses, and be responsive to university needs
- Addressing potential impacts to urban farm activities.
- Recognizing the need to coordinate with City of Eugene Transportation System Plan, especially when developing the portion of the Willamette Design Area west of the Millrace outfall.
- Emphasizing the importance of addressing safety in the Millrace Design Area.
- Further emphasizing that proposals for development adjacent to the Willamette River Natural Area should respect the natural landscape and river by providing examples.
- Refining the Natural Area definition to reference conservation of native plants.
- Technical edits regarding names and uses.

Note: Some feedback was already addressed in the amendment language; thus, no change was proposed.

Background Information

A copy of the *Campus Plan* is available on the Campus Planning web page: <https://cpfm.uoregon.edu/campus-plan>

Campus Plan Open-space Framework

As described in the *Campus Plan* Principle 2: Open-space Framework (page 31):

The campus is developed around a series of open spaces connected by pathways. This system is the framework that dictates the arrangement of buildings. These public open spaces are intended for use by the entire campus community. The *Campus Plan* refers to these spaces as Designated Open Spaces (refer to Map 3: Designated Open Spaces on page 29 in the *Campus Plan*).

The *Campus Plan* establishes special conditions for each Designated Open Space to ensure that the unique characteristics of specific campus areas (known as Design Areas) are not overlooked. These

Design Area Special Conditions must be considered whenever construction is proposed. The proposed Willamette and Millrace Design Areas would replace the North Campus Design Area (pp. 96-98).

Campus Plan Density Principles

Maximum allowed densities for each area of campus are established by *Campus Plan* Principle 3: Densities. Maximum allowed densities are expressed as ratios and provided for building footprint (coverage) and total gross square footage (floor area ratio) for each campus design area.

Coverage ratios equal the maximum allowed footprint divided by the total size of design area. For example, a maximum allowed coverage of .5 means that .5 (50%) of the ground plane within the applicable design area can be covered by buildings. Floor area ratios (FAR) equal the total allowed gross square footage divided by the total size of design area. FAR defines how much total building massing can be built within the area. For example, a floor area ratio of 1.5 for a 1,000sf area means that a total of 1,500gsf could be built.

Campus Physical Framework Vision Project (FVP) and Conditional Use Permit:

The FVP made a number of recommendations for extending the open-space framework and network of pedestrian pathways in the area (see diagram below). These recommendations were analyzed more closely through the course of the Conditional Use Permit Process and this *Campus Plan* amendment. The amendment will be consistent with the new Conditional Use Permit (2018), which was designed to accommodate the university's long-term potential needs.

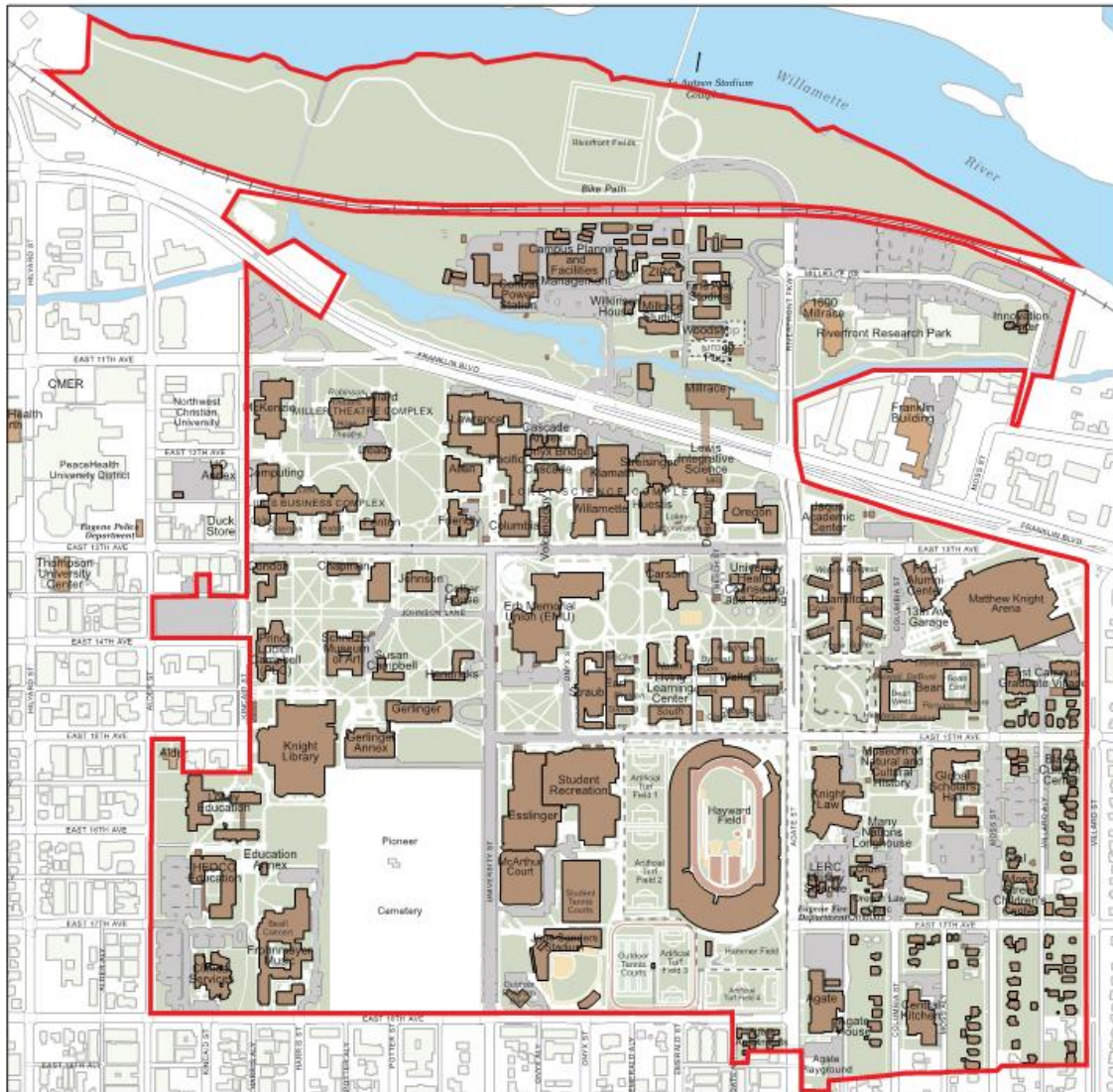
Please visit <https://cpfm.uoregon.edu/campus-plan-amendment> for more background information.

Summary of Proposed *Campus Plan* Amendments

- *How to Use the Campus Plan*: Map 1: University of Oregon Campus Boundaries (page 5);
- *Campus Plan Principle 2*: Open-space Framework, in particular Map 3: Designated Open Spaces (page 29), Map 4: Pathways (page 30), and “The Forms and Character of Designated Open Spaces” (page 31): Add new “Natural Areas” to “Forms”, and add new “NATURAL AREAS” definition;
- *Campus Plan Principle 3*: Densities, in particular Table 2: Design Area Development Densities, Design Area: remove North Campus, sub-areas 14-17 (pages 37-38), add Willamette, sub-areas (TBD), and Millrace, sub-areas (TBD); and
- *Campus Plan Principle 12*: Design Area Special Conditions, in particular remove North Campus Design Area (page 96-98), add Willamette Design Area (pages TBD), and add Millrace Design Area (pages TBD)

Detailed Description of Proposed *Campus Plan* Amendments

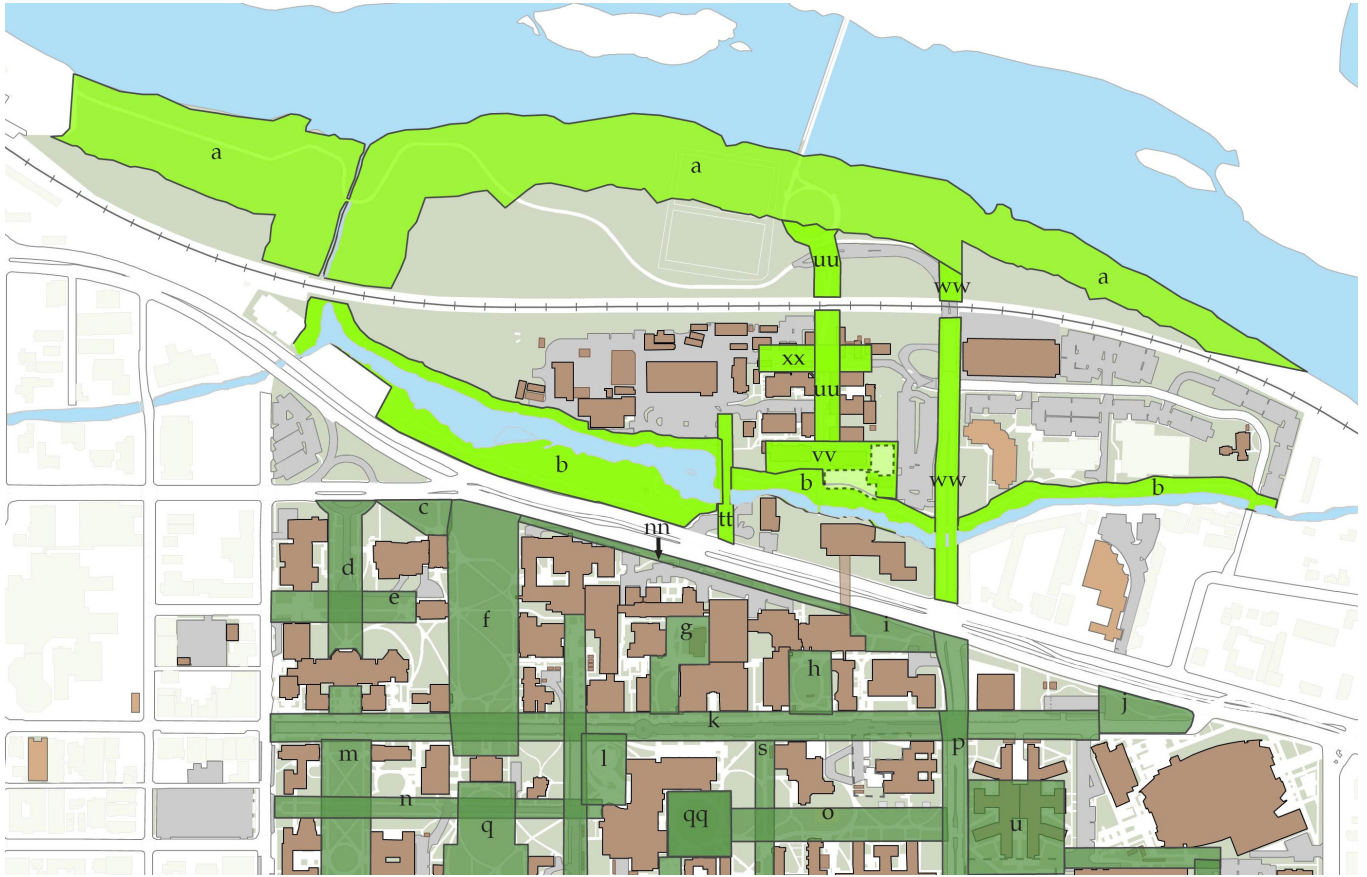
- I. How to Use the Campus Plan
 - A. Amend the *Campus Plan* Map 1: University of Oregon Campus Boundaries (page 5) to incorporate the updated official campus boundary, as shown in red on the map below.



Proposed Official Campus Boundary Amendments (red)

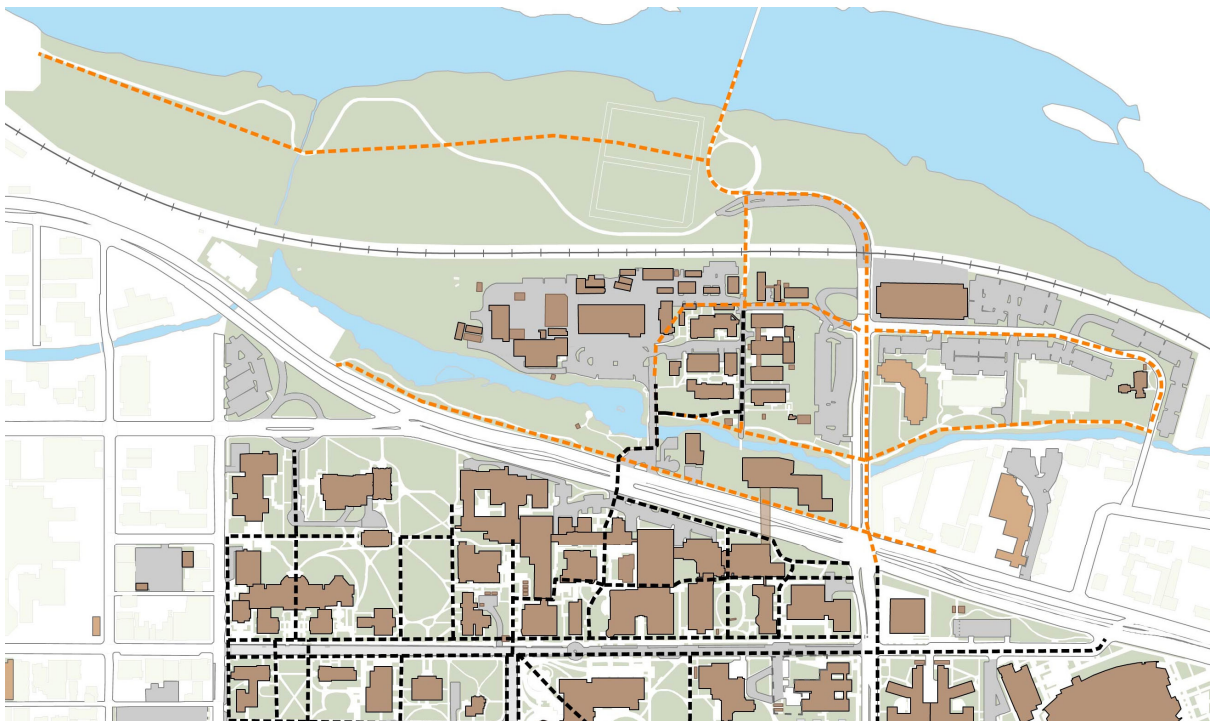
II. Principle 2: Open-Space Framework

- A. Amend the *Campus Plan* Map 3: Designated Open Spaces (page 29) to incorporate the Willamette River Natural Area (a), the Millrace Natural Area (b), the Onyx Axis (tt), the Riverwalk Axis (uu), the Millrace Green (v), the Riverfront Parkway Axis (ww), and the North Green (xx), as shown in light green on the map below. This will replace and remove the previous designated open spaces: Gallery Walk Axis, formerly (a), and the Millrace Green, formerly (b).



Proposed Designated Open-space Framework Amendments (light green)

- B. Amend the *Campus Plan* Map 4: Pathways (page 30) to incorporate the new pathways as shown in orange on the map below.



Proposed Pathway Amendments (orange)

C. The Forms and Character of Designated Open Spaces

- a. Amend the *Campus Plan* “The Forms and Character of Designated Open Spaces” (page 31) by adding new a new type of Designated Open Space, “Natural Areas”, to “Forms”,
- b. And add the following new “NATURAL AREAS” definition:
“Natural Areas are open spaces dedicated to preserving and restoring natural habitat and promoting ecological functions, while providing opportunities to learn about and engage with natural systems. Examples of opportunities to engage include outdoor instruction and research, stewardship, walking and bicycling, and other activities associated with being in nature (e.g, personal paddle craft, bird watching, art, etc.). Their form, and often topography, is irregular and typically defined by waterways and adjacent riparian and upland areas. Pathways are typically informal in configuration and need to balance safe access with consideration for ecological impacts. Native plants, which support a wide variety of wildlife, in particular endangered or threatened species, will be prioritized **and conserved as practicable**. Unlike other open space types, adjacent development does not play a prominent role in the definition of the open space’s form. Adjacent development should be designed with particular attention to views of, and connections to, Natural Areas. Adjacent light spillover into the open space should be minimized as much as practicable.”

III. Principle 3: Densities

- A. Amend the *Campus Plan* Map 5: Design Areas (page 36) to incorporate the new design areas of the Willamette Design Area, and the Millrace Design Area, as shown in the map below. Remove the North Campus Design Area description (pages 96-98).



Map of Design Areas (*Campus Plan* page 36 and page 78)

- B. Amend the *Campus Plan* Table 2: Design Area Development Densities, Design Area by removing North Campus Design Area (pages 37-38) and replacing it with the new maximum allowed coverage (building footprint) and the maximum allowed floor area ratio (total gross square feet) for the Millrace Design Area and the Willamette Design Area.

Millrace Design Area

Densities

The proposed maximum allowed coverage for the Millrace Design Area is 22%, which equals about 450,000 sf of total building footprint. The size of this design area is about 2,093,000 sf.

The proposed maximum allowed floor area ratio for the Millrace Design Area is 0.83, which equals about 1,700,000 gsf of development based on 3-5 stories.

Willamette Design Area

Densities

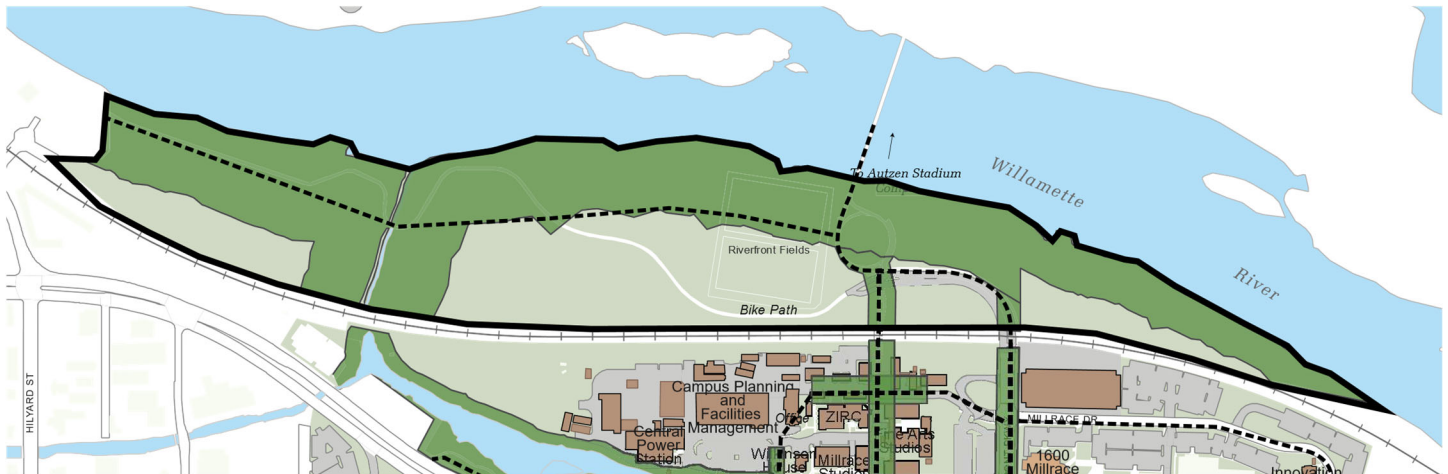
The proposed maximum allowed coverage for the Willamette Design Area is 4%, which equals 68,600 sf of total building footprint (in areas specifically designated by the current Conditional Use Permit). The size of this design area is about 1,860,000 sf.

The proposed maximum allowed floor area ratio for the Willamette Design Area is 0.11, which equals 199,800 gsf of development based on 1-3 stories.

IV. Policy 12: Design Special Area Conditions

- A. Amend the *Campus Plan* Overall Design Areas Special Conditions Map (page 78) to incorporate the new design areas of the Willamette Design Area, and the Millrace Design Area, as shown in the above map.
- C. Remove the North Campus Design Area special conditions description (pages 96-98) and replace with new special conditions descriptions for the Willamette and Millrace Design Areas. **See attached documents for new descriptions for the Willamette and Millrace Design Areas.**

DESIGN AREA: WILLAMETTE



The Willamette River is an important and special resource. This design area provides an opportunity for the university to showcase sustainability values while accommodating low intensity future development, recreational activities (passive and active), and safe access to the Willamette River.

Area-wide Space Use Comments

Development in this area should respond to the environmental and recreational context of the Willamette River and Millrace outfall and consider integrating innovative sustainable design principles, including a diverse palette of native flora.

This area includes land that was previously disturbed by industrial uses resulting in a significant amount of fill material throughout the site and a steep riverbank making access to the river difficult. Historical uses included large scale resource extraction and manufacturing, including gravel mining, an asphalt and concrete plant, and a utility storage yard. Much of the design area has been minimally managed, primarily with periodic mowing, and allowed to be revegetated reflecting a somewhat natural state although significant amounts of invasive plant species are present throughout the area. West of the Millrace outfall there are remnants of past industrial uses throughout the site.

This area currently supports outdoor instruction and research for a variety of academic courses, **playing fields recreation fields which are designated as Outdoor Classrooms**, and a variety of recreational activities. Recreational activities should be located to provide safe access to the river and accommodate a wide range of activities, which support physical and mental health. **Playing-Recreation** fields should be located along the railroad tracks outside of designated open-spaces **to accommodate enhancements to the riparian and upland area along the river.** **Consider opportunities to showcase urban agriculture and other uses that reflect the academic mission of the university.** Priority should be given to building uses related to opportunities and functions of the ecological and recreational setting. Proposals should consider innovative ways to showcase forward thinking environmental design solutions and material selection while meeting programmatic needs. All storm water from development sites should be treated prior to discharging into the Willamette River or Millrace. **Special attention should be given to creating a safe and welcoming environment.**

A city-approved Conditional Use Permit (CUP) and Willamette Greenway Permit (CU 18-1; WG 18-2) applies to the entire area. **Proposals must be consistent with the Conditional Use Permit, which enables several land uses, and be responsive to university needs.** **which may not be easily accommodated at other locations.** The City of Eugene's Water Resources Conservation (/WR) Overlay Zone applies to land along the Willamette River and Millrace Outfall. The /WR overlay zone "protects significant riparian areas, wetlands, and other water-related wildlife habitat areas included on the City's adopted Goal 5 inventory." The approved CUP prohibits buildings or new recreation fields within the Riparian

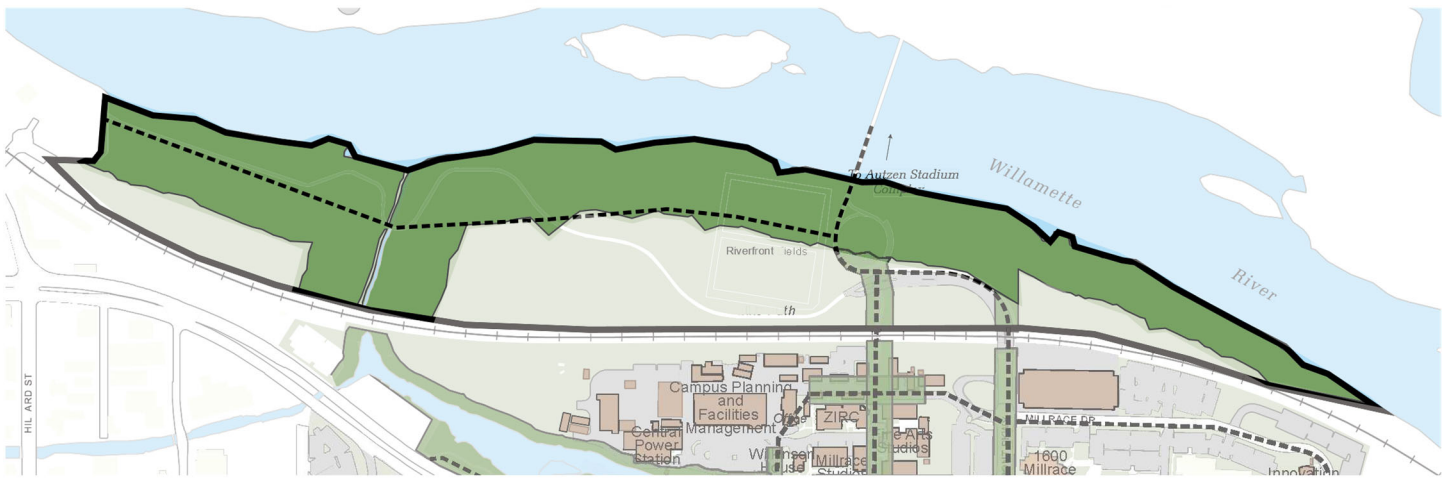
Enhancement Setback, which is 200 feet along much of the river top of bank. **Ensure coordination with the City of Eugene Transportation System Plan when developing the area west of the Millrace Outfall.**

Campus Edge: Willamette River

The Willamette River is the 13th largest river, by volume, in the United States (add footnote for <https://willametteriverkeeper.org/basicsfacts>) and, along with the associated riparian area, serves as critical habitat for a variety of flora and fauna. University land which abuts the Willamette River provides a unique and special opportunity for an urban river experience which enhances the academic and student experience. The current edge condition is considerably different than natural river edge conditions due to historic industrial use and large amounts of subsequent fill. The university is uniquely positioned to increase access for outdoor instruction and river-related recreation while improving ecological functions of the river and associated riparian and upland habitat using restoration techniques. Consider projects that improve the ecological functions and return portions of the river's edge to a more natural condition.

As stated in the Riparian Assessment and Management Report by Mason, Bruce, and Girard (2018): “The portion of the Willamette River within the campus boundary contains many of the morphological components necessary for a healthy river ecosystem. These components include pools and riffles, gravel bars, seasonally exposed vegetated benches, large woody debris, mud flats, fringe wetlands, boulder clusters, and backwater and side channel habitat. These components along the Willamette River provide habitat and forage for a wide array of native fish species (both resident and anadromous) for all life stages expected to occur in the river.”

Willamette River Natural Area



Current Use

This area currently includes large amounts of open space with both native and invasive plants, the Millrace outfall, a segment of the City’s Ruth Bascom Riverbank Path System, undeveloped river access, and a portion of the Riverfront Fields and associated chain-link fence. Transient activity, including at times camping, is prevalent. The river and associated riparian and upland habitat is a destination for students and faculty for outdoor instruction and research. Although river access is generally undeveloped, when water levels are low exposed bedrock offers opportunities for swimming and enjoying the river environment.

Form

The natural area is formed by the Willamette River, Millrace, and areas defined as the Required Conservation and Riparian Enhancement Areas within the approved Conditional Use Permit (CUP). Refer to the approved CUP for specific definitions included in Appendix xx. The CUP’s Riparian Enhancement Setback extends beyond the City of Eugene Water Resources conservation setback requirements with the intention to enhance ecological functions, provide increased habitat, allow for enhanced outdoor instruction, and support passive recreation.

Pathways/Gateways

The South Bank Path, which is part of the City’s Ruth Bascom Riverfront Path System, provides a significant **pedestrian and bike connection** between the university, downtown, and entire community. The path is located in an easement granting the City access to build and maintain the path. Recently approved improvements will realign the western portion of the path to improve safety as well as add pedestrian scale lighting along the entire path. In an agreement with the City, campus standard light fixtures will be installed to reinforce the university’s identity in this part of campus.

The City of Eugene’s Frohnmayer Bridge crossing the Willamette River serves as a gateway into campus for pedestrians and bicyclists coming from the north (Autzen Stadium, Eugene parklands, and private student housing north of the river) and is a unique opportunity for extended views up and down the river. Maintaining views to this crossing is important.

There are a number of unimproved foot paths throughout the area, which provide access to the river and Millrace.

Trees/Landscape

A 2012 ecological survey identified over 200 plant species throughout the Willamette Design Area. Approximately 1/3 of the plant species are native and the majority of trees are native. To the greatest degree possible preserve native trees and shrubs along the river and in upland areas with the understanding that some removal be necessary to implement large scale riparian area restoration, path realignment, or other enhancement projects. Refer to the CUP for stands of trees that should be preserved. Prioritize removal of invasive species and replace with native plants providing habitat for a diverse array of species. Manage plantings to discourage camping and allow for views of the river. Conduct additional investigation to determine existing wetland or sensitive plant communities in the area west of the Millrace outfall (former

EWEB pole yard), which contains several small depressions created from years of soil compaction from industrial use which display unique ecological characteristics.

Opportunities and Constraints

Proposals in this area should preserve and enhance the natural environment along the Willamette River and Millrace **and be consistent with the approved Conditional Use Permit**. Pay particular attention to riparian areas which include ecologically significant features, **which are** vital components to aquatic health and provides a unique opportunity for students to study and learn from the natural environment. In conjunction with improvements to the riparian area, safe access should be provided to appropriate areas along the river. Unimproved foot paths should be discouraged to minimize human impacts within the natural area. Currently, the river bank is unnaturally steep because of imported fill, making access to the river difficult. Consider large scale projects to lay back the banks to a more natural condition. Enhance access to the river for outdoor instruction and recreation (i.e., walking, biking, swimming, and personal paddle craft launching) using materials and in a manner that is appropriate in a natural area. Consult professional experts in the field of riparian restoration and river hydrology to provide design and implementation recommendations. Incorporate strategic locations for views of the river and riparian area.

~~West of the Millrace outfall,~~ Future **adjacent** development should locate main entrances and facades facing the river to optimize views of the natural area and river. **Service and parking (to the degree allowed per the CUP) should be located along the railroad tracks and screened from the natural area as much as possible. Service and parking are required to be located along the railroad tracks away from the open space and shielded from view from the open space as much as possible.**

~~East of the Millrace outfall,~~ Existing recreation fields and associated fences should be relocated out of the designated open space and further from the river to accommodate enhancements to the riparian and upland area along the river. Buffer **adjacent** development, for example with plantings and topography in the adjacent upland area, to minimize impacts to the riparian area along the river. Proposals for adjacent building development and recreation fields should carefully consider options for materials **and lighting** which balance program needs and impacts to the natural landscape and river. **For example, if recreation fields are proposed, natural grass would likely be preferred due to the setting, although careful consideration is needed to ensure programmatic needs are met. Also, carefully consider how landscape features, for example fencing, lighting, seating, etc., contribute to a welcoming campus environment while respecting the natural setting.** ~~Buildings should optimize views of the natural area and river.~~ **—For example,** proposals for field lighting should implement the most up-to-date technology to minimize light spill and glare, and consider a lighting schedule to minimize impacts to wildlife and the riparian area along the river. Consider opportunities to locate art or sculptural elements within appropriate areas, such as the circular area near the Frohnmayer Bridge. Future opportunities to realign the path (associated with the relocation of existing playing fields) is encouraged to locate the path within the designated open-space to create a user experience which relates to the river, supports habitat restoration efforts, and aligns with potential recreational and development activities.

Pathways that cross under the railroad tracks, such as within the Riverwalk Axis and Riverfront Parkway Axis, should be preserved and enhanced. Attention should be given to the view to and through these crossings. Lighting and landscaping should enhance the pedestrian experience while minimizing light spill into ecologically sensitive areas. The South Bank Path provides an important **bike and** pedestrian-oriented connection between the university, the **EWEB Downtown** Riverfront **development**, and downtown to the west. Where the South Bank Path enters university land, there is an opportunity to celebrate and recognize this as a campus gateway. Campus standard furnishings, including a map station, should be used to reinforce the university identity. Future projects should consider ways to further reinforce the sense of arrival to campus from the ~~Autzen footbridge~~ **Frohnmayer Bridge**.

Riverwalk Axis

(See description in the Millrace Design Area for the Riverwalk Axis)



Riverfront Parkway Axis

(See description in the Millrace Design Area for the Riverfront Parkway Axis)



Edits shown in red reflect revisions prior to 11/3.

Edits shown in blue reflect revisions after 11/10.

DESIGN AREA: MILLRACE



This Design Area is home to the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus), activities related to the College of Design, research functions, and administrative and support activities. Administrative and support activities include Campus Planning and Facilities Management (CPFM) with the Central Power Station, which occupies much of the area west of Onyx Street. Much of the land east of Riverfront Parkway was developed as part of the previous Riverfront Research Park and has long term ground leases. The Millrace flows through this area.

Area-wide Space Use Comments

This Design Area is intended to accommodate much of the university's anticipated future growth. However, Franklin Boulevard separates this area from the main campus. In order to minimize danger to pedestrians and bicyclists, programs located in facilities north of Franklin Boulevard should be primarily limited to those that do not encourage frequent crossings of this busy street (for example, two-hour to four-hour studio sessions are preferred over fifty-minute class sessions). Improved pedestrian and bike crossings would open up additional use opportunities.

An overall goal for this area is to ensure this area "feels" like a part of campus. Future development and improvements should celebrate unique features (Millrace) and uses, but be designed in a way that connects to campus (e.g. campus standard fixtures, open-space framework, similar building materials, etc.). Development must continue to protect and enhance the Millrace, a unique water feature in the area. **In addition, special attention should be given to creating a safe and welcoming environment.**

A city-approved Conditional Use Permit (CUP) and Willamette Greenway Permit (CU 18-1; WG 18-2) apply to a large portion of this area. The City of Eugene's Water Resources Conservation (/WR) Overlay Zone applies to land along the Millrace. The /WR overlay zone "protects significant riparian areas, wetlands, and other water-related wildlife habitat areas included on the City's adopted Goal 5 inventory."

As opportunities arise, CPFM should continue to consolidate operations west of Onyx Street. There is an opportunity for one non-facilities related building to the west of the Onyx Axis on a current parking lot. Refer to the CPFM/FASS Operations Center Programming and Conceptual Design Report. New vehicle access routes should be established from Riverfront Parkway and from Franklin Blvd over the Millrace at the west end of the CPFM area to reduce the use of Onyx Street by service and delivery vehicles, thereby improving the pedestrian quality of this axis.

Between the extension of Onyx Axis and Riverfront Parkway, development proposals for the area should further study the relationships to adjacent open spaces and circulation within this area to define designated open spaces. It is anticipated that uses within this area will primarily continue to support activities related to the College of Design, research, and the

Knight Campus. The future building site at the intersection of Onyx Axis and Franklin Boulevard is suitable for a broader array of student-oriented uses linked to the main campus. Proposals for this area should consider the need to maintain adequate active open space for outdoor uses associated with the College of Design's programs, including the Urban Farm, as these programs have been located in this area because certain uses are somewhat industrial in nature and may not be compatible with more traditional campus activities. The Urban Farm **Outdoor Classroom** should be preserved ~~as an Outdoor Classroom~~. (See "Outdoor Classrooms" in "Principle 4: Space Use and Organization," page 42). **Proposals should carefully consider impacts to Urban Farm activities currently occurring outside of the designated Outdoor Classroom and consider replacing any displaced uses to support this unique and important academic program.**

Completing an **east/west** service vehicle connection between Onyx Street to Riverfront Parkway will create a key route for service, delivery, and emergency access to the area. **Specifically, the route will connect the existing service drive south of the Zebrafish International Resource Center to the intersection of Riverfront Parkway and Millrace Drive.** When completed, the **axis-route** will allow deliveries (especially those with large trucks) to serve new development and provide a route to the CPFM area from Riverfront Parkway. This, in turn, will significantly reduce vehicular congestion at the Onyx intersection, thus enhancing safety and the overall pedestrian and bicycle experience at this important crossing point and entry to the design area. ~~Proposals~~ **The specific service route location should preserve the viability of future building sites and consider ways to integrate building service areas. Also, it should while maintaining safe access provide a safe route** for bicycles travelling through this area. Particular attention should be paid to secondary pedestrian paths crossing this route.

The railroad along the north edge of the design area creates a physical barrier with limited opportunities to cross under. Impacts of the railroad (e.g. noise and vibration) will need to be considered for future development.

The area east of Riverfront Parkway will continue to be dedicated to a mix of research (university and private), university administration, and parking. Further evaluate the establishment of an open-space framework as ground leases expire and redevelopment opportunities arise.

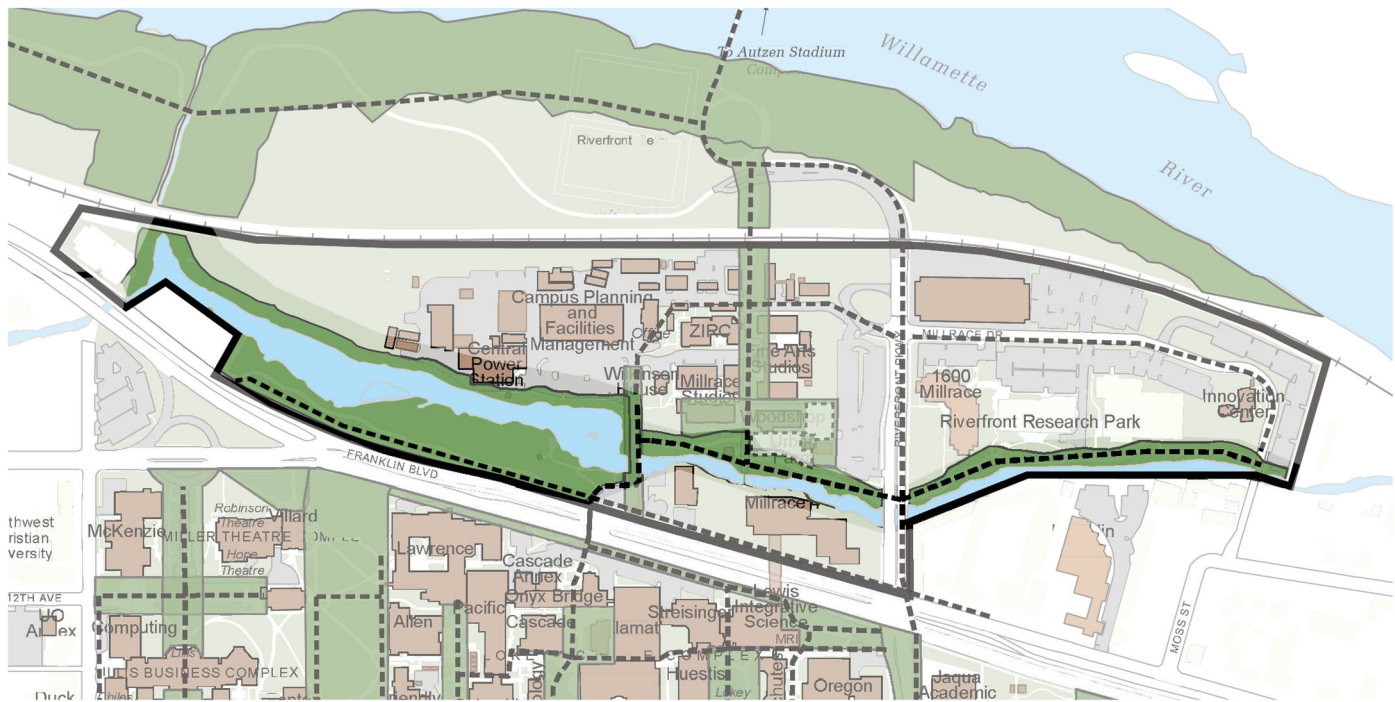
Campus Edge: Franklin Boulevard

The University owns land on both sides of this busy boulevard, and development along the Franklin Boulevard edge is highly visible to the public. It is the primary automobile entrance to the university and often provides the first (and sometimes the only) impression of the university for visitors and the general public. Every opportunity should be taken to improve the visual qualities of this area and convey the university's public role, mission, and history.

Continue efforts to convey the image of driving "through" rather than "by" the campus. This is evident with the development of the Knight Campus which established a significant university presence along the northern edge of Franklin Boulevard. The building-to-building bridge over Franklin Boulevard facilitates interactions between the faculty, staff, and students in the science buildings on the main campus and the Knight Campus. Further development adjacent to Franklin Boulevard should take advantage of the urban setting and improve the street edge through engaging façade designs (e.g., street-front entrances and windows). East of Onyx Street, building development should allow views "into campus" from Franklin Boulevard. West of Onyx Street, enhance views of the Millrace while screening the more industrial uses related to the Central Power Station and outdoor storage areas.

The City of Eugene's Franklin Boulevard Transformation Project will transform Franklin from an auto-focused state highway to a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, and driving. Instead of being a divider between UO and the surrounding community, the boulevard will transform into a more comfortable connector of places. Proposals for this area should consider how future improvements along Franklin Boulevard will improve the experience and safety for all modes of transportation, especially pedestrians and bicycles crossing at the Onyx and Agate Street intersections.

Millrace Natural Area



Current Use

The Millrace is a unique water feature on the north side of campus. Water levels fluctuate depending on the season, pumping capacity, and rainfall. Currently, the primary function of the Millrace is to convey stormwater. Existing vegetation (native and non-native) provide habitat and shade. The important pathway along its bank is used by pedestrians and bicyclists.

The west portion (west of Onyx Street) offers one of the most public opportunities to view and engage with this unique water feature as it is visible from Franklin Boulevard. Historically, this section of the Millrace was used for recreational activities. The mix of native and non-native plant species along the Millrace provides habitat and also functions to visually screen the CPM area from Franklin Blvd. Past design/build projects by faculty and students from the College of Design (formerly Architecture and Allied Arts) include a wood deck overlook, stormwater bioswale, and seating.

The center portion (between Onyx Street and Riverfront Parkway) is adjacent to the Urban Farm. Recent improvements associated with the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus) enhanced the Millrace by removing sediment, reshaping the channel and banks, and installing native plants. Two bridges provide pedestrian crossings over the Millrace. An existing structure, constructed as part of a past design/build project by students in the College of Design, is an attractive nuisance for transient activities.

The east portion (east of Riverfront Parkway) was developed as part of the former Riverfront Research Park development.

Form

The open space is natural in form, primarily defined by the Millrace and the associated landscaped areas. Also, it reflects the required Water Resources setback as defined by the /WR Overlay zone and acknowledged in the approved Conditional Use Permit. Unlike most open spaces, the edges are not defined by development.

Pathways/Gateways

A significant east/west bicycle and pedestrian pathway spans the length of this area. At the furthest west end the path leads to the signalized pedestrian crossing at the private student housing building, which provides a safe crossing of Franklin Boulevard eventually connecting to Dad's Gate and the academic core of campus. Important intersections exist where north/south paths intersect at Onyx Street, a significant pathway to main campus which is the primary crossing of Franklin Blvd for pedestrians and bicycles, and the north/south path in the Riverwalk Axis which connects Franklin Boulevard to the riverfront traversing over the Millrace pedestrian bridge and the railroad underpass. The pedestrian bridge that aligns with the Riverwalk Axis is an important connection to university development along Franklin Boulevard. At the east end the path connects to Millrace Drive.

Trees/Landscape

Native trees and shrubs along the Millrace, within the /WR Overlay zone, should be preserved. Non-native plants along the Millrace should be managed to promote native trees and shrubs. In the west section the existing Oaks along Franklin Boulevard are important street trees providing edge definition and habitat.

Opportunities and Constraints

Proposals for this open space should preserve and enhance the Millrace and riparian edge. Ongoing efforts to remove and manage non-native plant species should be implemented. Prioritize native plant species which provide habitat and enhance the Millrace. Proposals should consider providing access for activities associated with natural areas, for example bird watching, relaxation, and outdoor instruction. Refer to the recommendations contained in the Eugene Millrace Restoration and Enhancement report prepared by Pacific Habitat Services (2019).

The university-owned property, 901 Franklin, which is currently a parking lot, creates a unique opportunity to construct a bridge or crossing over the Millrace to provide a new service vehicle access to the CPFM area from Franklin Boulevard. This new vehicle access is important as it will reduce the need for service and deliveries at the Onyx Street intersection creating an opportunity to enhance the pedestrian and bike experience at the Onyx Street intersection.

In the east section, existing buildings adjacent to the Millrace Natural Area, with the exception of the Innovation Center, were developed with long-term ground leases as part of the Riverfront Research Park. Redevelopment in this area is not likely to occur until the leases expire. As redevelopment occurs additional development of an open-space framework is required.

Once the proposed east/west service/bike route is established in the Millrace Design Area, consider ways to shift bike traffic off the Millrace path, giving greater priority to pedestrians. Ensure coordination with the Eugene Transportation System Plan.



Riverwalk Axis

Current Use

This axis is a main route for pedestrians and bicyclists travelling from the multi-modal paths along the river, the Millrace, and connecting to the main campus. It is also the primary connector both visually and functionally, for pedestrians travelling from building to building, in particular the Fine Arts buildings. The axis accommodates service vehicles and drop-off parking and provides access to small parking lots within the North Campus Area.

Form

Currently, this axis is defined by low-scale buildings south of the underpass. As larger scale development replaces existing structures, [carefully study the open-space width in proportion to the intent for the new buildings intended](#) to further define the form of the axis on the east and west. North of the railroad tracks the axis reflects the City of Eugene Land Use Code 9.3715(2)(e) which establishes a “setback of 50 feet on both sides of a straight line between the existing pedestrian underpass under the railroad tracks and the Autzen Stadium footbridge.” Consider opportunities to further define the axis with landscape features, such as flowering or large canopy trees, north of the railroad tracks.

Pathways/Gateways

This axis is a primary connector for pedestrians and bicyclists and links the Millrace path to the Frohnmayer Bridge over the Willamette River. The pathway within this axis is essential to connect the main campus to the Willamette River, downtown, Autzen Stadium, and the Ruth Bascom Riverbank Path System. Gateway opportunities exist at the railroad underpass. A pedestrian bridge over the Millrace connects the Riverwalk Axis to university development along Franklin Boulevard, providing an important connection.

Trees/Landscape

There are no trees of distinction within the axis. A coordinated effort should be made to further define the axis using large canopy or flowering trees while maintaining clear, open views through the axis.

Opportunities and Constraints

As buildings in the area are replaced south of the underpass further define the east and west edge of the widened open-space. This major pedestrian and bicycle connection should be enhanced with pedestrian-scaled lighting, seating, and express the unique character of activities in the buildings which line it. Service areas should be screened or moved away from this pedestrian access. The gateway, which is formed when the pathway dips under the railway tracks, should be enhanced. Pay particular attention to creating a safe, and welcoming experience at the pedestrian underpass.

Riverfront Parkway Axis



Current Use

The portion of the axis south of Millrace Drive is currently a local city street and is the primary public vehicle access to the northern part of campus including the parking structure. Limited vehicle access for service and maintenance is intended north of Millrace Drive. The jug-handle turn around facilitates service and delivery access to the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus). This axis is heavily used by bikes and pedestrians as a route from the Willamette River to campus.

Form

The axis is defined by street trees on either side and in the median from the railroad underpass to the Franklin Blvd. Future development should help further define the form. The axis extends north beyond the railroad underpass to the Willamette Natural Area and is currently undefined. The south end terminates at Franklin Boulevard.

Pathways/Gateways

This is an important pedestrian and bicycle connection between campus and the riverfront path system, Frohnmayer footbridge, and Autzen stadium. The underpass at the railroad tracks serves as a gateway to the Willamette River. Vehicle traffic north of Millrace Drive is intended for authorized vehicles only for service, emergency, and future delivery access.

Trees/Landscape

The axis has established street trees and a landscaped median separating north and south bound traffic. This median provides the look and feel of a boulevard and should be retained. Other planting materials on either side of the access contribute to this feel as well.

Pay particular attention to the grove of trees north of the railroad underpass which the Conditional Use Permit requires to be preserved.

Opportunities and Constraints

Future development should contribute to and improve the pedestrian and bike friendly nature of the axis. Vehicle and service access associated with new development should be carefully planned to accommodate pedestrian and bicycle traffic along the axis.

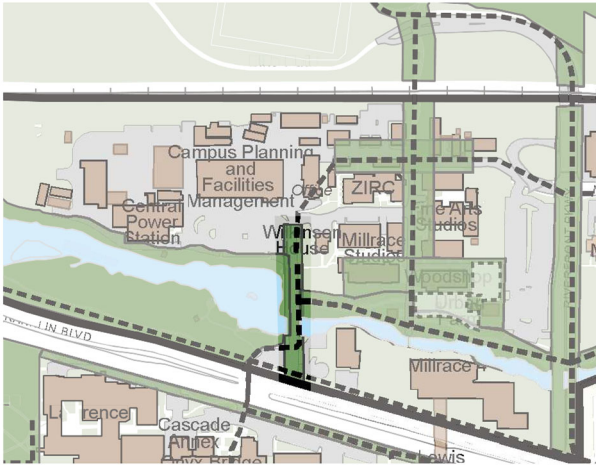
On the north side of the railroad tracks, the axis currently contains the remnant of a street originally designed to serve high levels of automobile traffic. Now, this area is intended to serve exclusively service, or pick-up from and delivery to limited development. As opportunities arise and/or development occurs, reduce and reconfigure the street remnant to emphasize use by pedestrians and bicyclists and de-emphasize use by automobiles. Additional landscaping is encouraged to enhance the experience of entering the river's environments and provide opportunities for learning about this important and unique ecological area.

Creating a safe, welcoming, and accessible route to the river should be a primary goal of any proposal for this axis. Pay particular attention to the pedestrian and bicycle experience using the underpass.

Onyx Axis

Current Use

Currently, Onyx Street is the primary access for vehicles, bicycles, and pedestrians to this part of campus from main campus and the riverfront path system. The Franklin Boulevard intersection provides a negative experience for pedestrians as there is limited room to wait comfortably for the traffic signal along with concerns about safety related to vehicle speeds. Sidewalks at the intersection are too narrow and parallel parking for cars create issues with clear site lines. The intent is to reduce vehicular use of this axis.



Form

The axis is defined by Onyx Street with no defined terminus on the north. Franklin Boulevard defines the south terminus.

Pathways/Gateways

This axis is currently, and will continue to be, the primary bicycle and pedestrian crossing of Franklin Boulevard and should be enhanced. It provides primary pedestrian and bike access to the Millrace area and riverfront path system.

Trees/Landscape

There are no existing trees or landscapes of significance in this open space. Existing large canopy trees along the axis should be preserved.

Opportunities and Constraints

As opportunities arise to provide alternative access for vehicles to the Millrace Design Area, the pedestrian nature of this axis should be enhanced. Reduction of vehicular use will be possible as parking lots transition to building development, and service and deliveries access to buildings, including Facilities Services, shifts to Riverfront Parkway and the proposed new east/west service route. Special attention should be given to enhancing the Franklin crossing to enhance pedestrian and bike safety and to create an attractive entrance to the area.

Activities associated with CPFM should continue to be consolidated west of the Onyx Axis. The parking lot west of Onyx and adjacent to the Millrace is a potential site for an academic or administrative building.

Millrace Green



Current Use

This open space occupies land that is used by the Urban Farm (a designated outdoor classroom) and two buildings associated with the College of Design. Two bridges provide pedestrian crossings over the Millrace connecting this area to Franklin Boulevard and main campus. As redevelopment occurs, the intent is to provide an open sunny gathering place for this part of campus, while retaining the Urban Farm **Outdoor Classroom.**

Form

This open space is defined by the Millrace Natural Area to the south and the edge of the Urban Farm to the east. The north and west edges are currently not defined and will be formed by future buildings.

Pathways/Gateways

An important north/south path extends through this open space connecting Franklin Boulevard to the riverfront traversing over the Millrace pedestrian bridge and connecting to the Riverwalk Axis and railroad underpass.

Trees/Landscape

The Urban Farm is a significant landscape feature in this open space and unique outdoor classroom for the campus. Pay particular attention to tree plantings to ensure a good mix of sun and shade is available within the green.

Opportunities and Constraints

This open space represents an opportunity to create a large open sunny gathering place and is intended to be the primary **pedestrian** open space for this part of campus. Future development should further define the edges and activate the green. Preserve and enhance passive and active recreation within the green. Provide open sunny spaces and pay attention to the unique attributes of the Urban Farm and Millrace. **Give special attention to creating a safe and welcoming environment.**



North Green

Current Use

This green is currently not defined. It occupies space that is mostly a collection of smaller buildings, parking, and a roadway connection to the Riverwalk Axis and Riverfront Parkway.

Form

The open space will be defined by the existing Zebrafish International Resource Center and future buildings that will form its edges.

Pathways/Gateways

The Riverwalk Axis crosses through the open space. The intent is to provide an east/west pedestrian connection.

Trees/Landscape

There are no existing trees or landscape features of significance in this open space.

Opportunities and Constraints

This open space represents an opportunity to create a campus-like open space in the Millrace Design Area. It is intended to be a pedestrian-scaled open space-space defined by future building development. Primary building entrances should face the green with service access at the rear or side. Proposed development in this area should carefully study and define the specific proportions of this open space.