

Willamette River

Open Space Vision and Action Plan



***An Open Space Vision for the Willamette River
in and around Eugene-Springfield, Oregon***

October 2010

Vision Endorsements

As a confirmation of the cooperative effort that created this open space vision and action plan, the following elected bodies and interest groups have provided endorsements (in the order they were received):

- League of Women Voters of Lane County
- Lane County Audubon Society
- Greater Eugene Area Riders (GEARs)
- Willamette Kayak and Canoe Club
- Eugene Planning Commission (May 10, 2010)
- Friends of Buford Park & Mount Pisgah
- Eugene Bicycle and Pedestrian Advisory Committee
- Native Plant Society of Oregon, Emerald Chapter
- Willamalane Park and Recreation District Board (June 9, 2010)
- American Society of Landscape Architects - Oregon Chapter
- Eugene City Council (July 12, 2010)
- Springfield Planning Commission (September 21, 2010)
- Springfield City Council (October 4, 2010)
- Lane County Parks Advisory Committee (October 11, 2010)

Acknowledgements

The *Willamette River Open Space Vision and Action Plan* is based on a compilation of extensive public input gathered between June 2009 and April 2010, existing policy direction, and guidance from the *Willamette River Open Space Planning Partners*, elected officials, and numerous interest groups.

Representatives from the following organizations served on the *Willamette River Open Space Planning Partnership Team* and provided significant guidance, technical information, and/or resources:

- Lane Council of Governments (project coordination)
- The Nature Conservancy
- McKenzie River Trust
- City of Eugene
- City of Springfield
- Willamalane Park & Recreation District
- Metropolitan Wastewater Management Commission
- Eugene Water & Electric Board
- Willamette Riverkeeper
- McKenzie Watershed Council
- Coast Fork Willamette Watershed Council
- Middle Fork Willamette Watershed Council
- Long Tom Watershed Council
- Oregon Parks and Recreation Department
- Oregon Department of Fish & Wildlife
- Lane County Parks

Special Thanks to Meyer Memorial Trust

This effort would not have been possible without funding assistance from the Meyer Memorial Trust under its Willamette River Initiative. MMT is currently supporting numerous efforts to improve the quality of the Willamette River as one way they hope to make a significant difference in improving the lives of Oregonians.

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Background and Purpose

Purpose

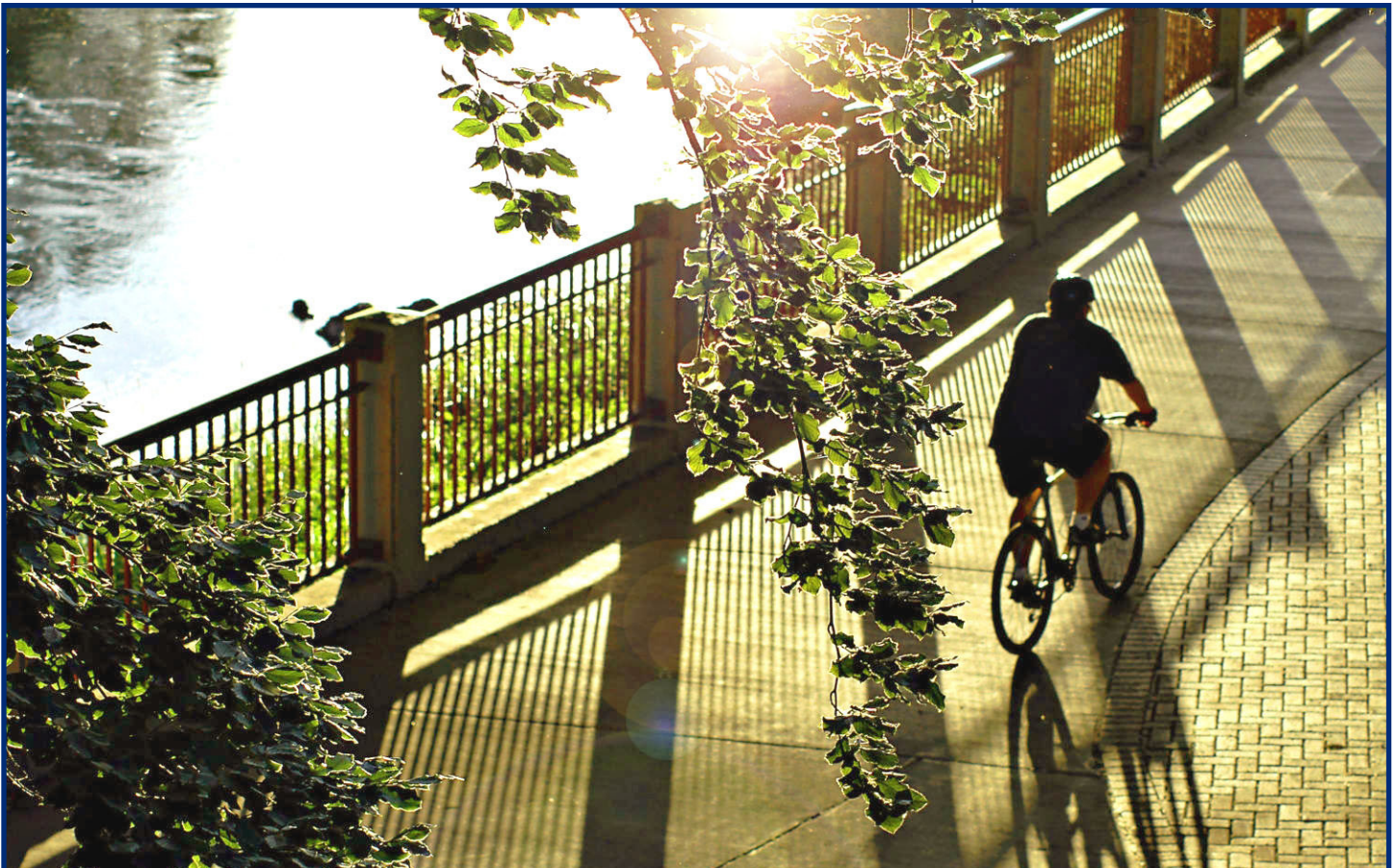
The Willamette River Open Space Vision is intended to provide an inspirational view of how the diverse open space network that lines the Willamette River and its tributaries in and around the metro area can be enhanced in the years and decades to come. It will help lead the way for coordinated efforts by the *Willamette River Open Space Planning Partners*, property owners, and other interest groups. The vision will help direct limited local financial resources and will also support local partners as they seek funding from state and federal agencies and foundations.

The vision is conceptual and is not intended to propose new regulations or mandates. It instead relies on voluntary action and collaboration for implementation.

Introduction

Our community has long treasured the Willamette River for the natural, recreational, and visual qualities it provides. The river gives us a sense of place and contributes greatly to the quality of life for all who call the Eugene-Springfield area home. The open space that lines the river provides a welcome break from the urban environment, accommodates recreational amenities of all types, and provides exceptional wildlife habitat. The river corridor also functions as a lineal connector between many of our region's major parks and natural areas for wildlife and people alike.

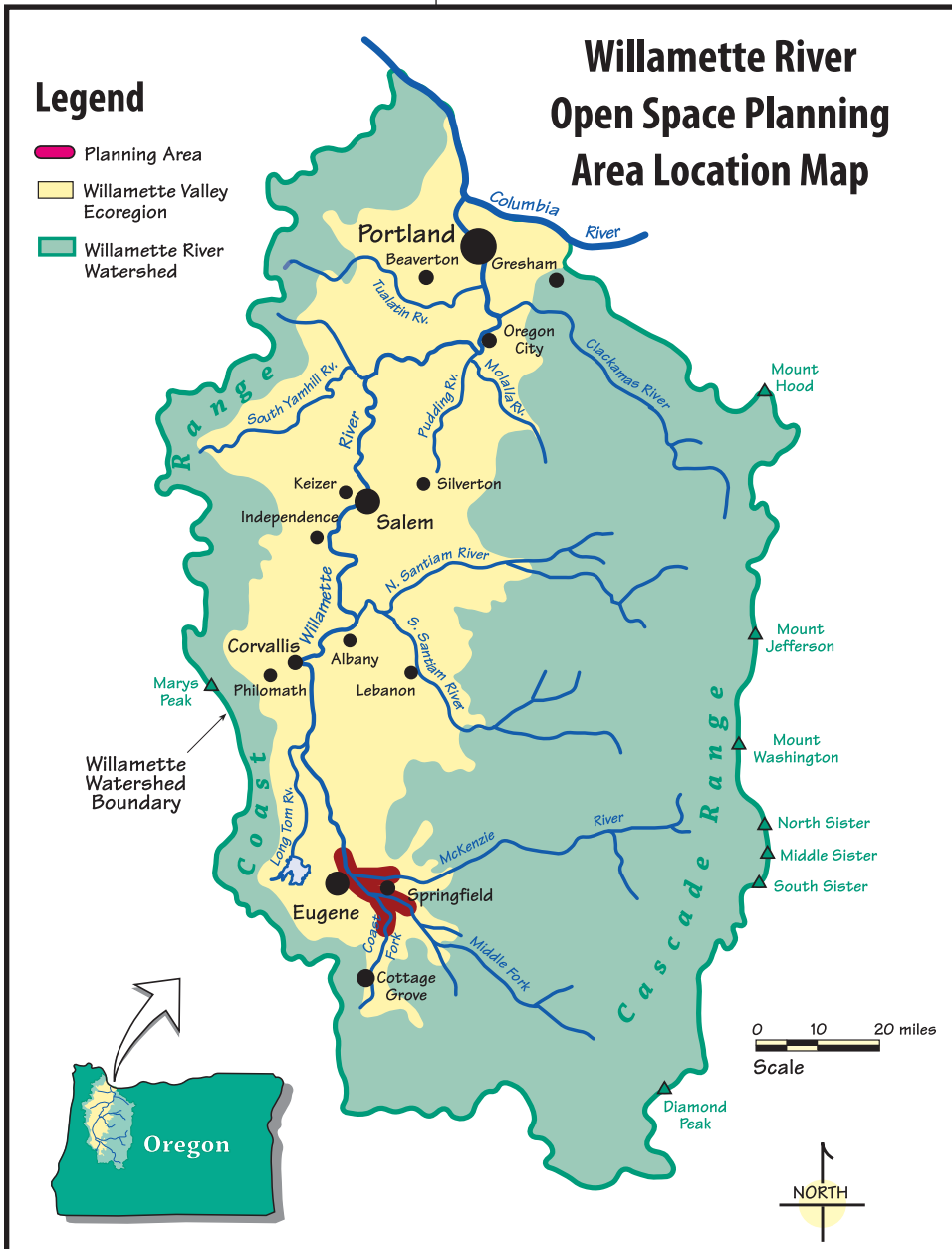
Photo by Vern Rogers



Key Implementation Guidelines

The Willamette River Vision and Action Plan will be implemented through voluntary participation of study partners and private property owners. Guidelines for implementation include:

- Reliance on a partnership of local, county, state, and federal agencies, land trusts, watershed councils, and private property owners to implement the vision.
- Use of a non-regulatory approach to achieve the Willamette River open space vision.
- Reliance on voluntary participation of private property owners. Information, technical assistance, and incentives will be provided to help private property owners implement the vision.
- Coordination of the open space vision and its implementation with ongoing planning efforts in the area.



Regional Context

Like most rivers, the Willamette is fed not by a single source, but by numerous tributaries from within its 12,000 square mile watershed that lies between the crests of the Coast Range and Cascade Range.

The four major tributaries found in the Eugene and Springfield area are the Coast Fork of the Willamette River, which drains the southern end of the valley; the Middle Fork of the Willamette River, which flows from the Cascades originating at Waldo Lake; the McKenzie River, which also flows from the Cascades originating at Clear Lake; and the Long Tom River, which originates in the Coast Range. The Coast and Middle Forks converge to form the Main Stem Willamette River, just to the south of Springfield. From this confluence, the river flows northward through the metro area and is joined by the McKenzie River just to the north of Eugene and by the Long Tom River several miles further down river.

Willamette River History and Context

Historical Context

For thousands of years, the Willamette River has meandered through the flat valley bottom, changing course on a frequent basis. Regular floods inundated large areas of the flat valley bottom including much of what is now Eugene and Springfield. These floods shaped the landscape and deposited thick layers of rich agricultural soils and gravels. This dynamic river system also created abundant aquatic habitat by continuously carving new side channels, building sheltered alcoves, creating pools, toppling trees, and pushing sediment downstream.

Countless generations of Native Americans lived in this fertile valley, but sadly, by the mid-1800s, the population had been so decimated by disease that their once thriving culture had collapsed and the surviving native people were removed to reservations. Oregon Trail emigrants were drawn to the Willamette Valley by the high quality soils, access to abundant water, and the transportation that the river provided. The fact that navigation became increasingly difficult above the confluence of the Coast and Middle Fork was one of the primary reasons that Eugene and Springfield were sited in their current locations.

The Willamette River encountered by the first emigrants in the southern end of the valley was much different than it is today. Broad expanses of riparian forest lined much of the river, in some places up to several miles wide. Many side channels, oxbows, sloughs, and islands existed and the river was filled with large quantities of fallen trees, root wads, and wide gravel bars. At the time, some segments of river channel flowed in much different locations including what is now the Delta Ponds and Alton Baker Park. The McKenzie River joined the Willamette nearly six miles further north than its present location. Flooding was frequent and often massive, washing out bridges, inundating farms and homes, and frequently changing the course of the river.



This sketch by local artist and historian Susan Applegate depicts a party of Kalapuya men in their cedar canoe along the Willamette River near present day Eugene/Springfield.



The Willamette River with the Ferry Street Bridge in the background (ca. 1905). Note the large gravel bars lining the banks.

Image courtesy of Lane County Historical Museum



Significant modification of the river system began in the mid 1800s as the population in the southern Willamette Valley began to boom. Agricultural uses replaced riparian forests as trees were removed and drain tiles installed and towns sprang up adjacent to the river, including Eugene and Springfield. At the same time, the Willamette River was becoming a major transportation route with river boats traveling as far upstream as Eugene. In an effort to improve safety for navigation, massive efforts

Government snag boats, which were specially equipped to lift tree trunks out of the water, systematically cleared the Willamette River of hazardous debris for many decades. Although this improved the river for navigation, loss of the woody debris from the river system had a negative effect on aquatic habitat. (Photo taken between 1880 and 1915 near Eugene).

were undertaken to remove fallen trees, straighten the river, block side channels, and construct wing dams to create a deeper central channel. It is estimated that over 69,000 snags were removed from the Willamette River between 1880 and 1950 (Sinclair, 2005). The construction of levees and bank hardening to protect towns and farms further restricted the river to a single channel. Flooding was still a regular occurrence however, until the 1950s when the U.S. Corps of Engineers constructed 13 major flood control reservoirs along the Willamette River, including several above Eugene and Springfield. While the dams have been very effective at limiting major flood events, they've also had a negative impact on aquatic habitat. In addition to blocking fish migration, they have also significantly limited large flood events, which historically created habitat features such as side channels and pools and also limited transport of woody debris and sediment, which are essential contributors to fish habitat.



Water quality on the river had also been a serious issue. By the 1940s, water quality was at an all time low, primarily due to the large quantities of urban and industrial wastes being discharged directly into the river. The Willamette was one of the most polluted rivers in the country and close to dead from a biological standpoint. However, major gains in water quality have been made since that time and were accelerated by the call for action by Oregon Governor Tom McCall in the 1960s to clean up the river.

Since the 1950s, numerous dams have been constructed on the Willamette River and its tributaries, including Lookout Point Dam pictured above. While effective at limiting flood events, these dams have had a negative impact on aquatic and riparian habitat.

Direct industrial discharge has been significantly reduced and all major communities along the river now utilize effective wastewater treatment facilities. Although far from pristine, the water quality in the Willamette River, especially in the upper stretch passing through Eugene and Springfield, is greatly improved and again supports aquatic life.

The Willamette River Today

Although much modified and tamed from its historic condition, the Willamette River still provides valuable habitat and a unique natural setting within the urban fabric of Eugene and Springfield. Even today, the Willamette maintains some characteristics of a wild river. The Eugene-Springfield community has long been defined by the river and has embraced this tremendous asset in many ways. This is evidenced by the large number of public parks and open spaces that line the river and with the popular network of paths and trails that provide access to this wonderful natural amenity. Recent habitat enhancement projects such as Delta Ponds and Springfield Mill Race, along with numerous riparian planting efforts demonstrate our community's commitment to the long-term health of the river and the habitat it provides. Building on these past efforts, our future holds great opportunity to further enhance this outstanding resource at the heart of our community.



“While you can’t objectively gauge how well a city or town has embraced its rivers, you certainly get the sense that a lot of people in Eugene and Springfield ‘get it’. People who live in the area seem to understand the resources the river provides and how their actions can impact its health. They also seem to recognize the wonderful natural feature they have flowing through their towns.”

Travis Williams (Willamette River Field Guide, 2009).

Defining Open Space

For the purpose of this planning effort, open space is considered all lands which are not in a developed or urbanized condition, whether in public or private ownership. Open space includes natural areas, waterways, designated parks, plazas, farms, and forests. Whether in public or private ownership, open space provides important benefits in terms of wildlife habitat, scenic quality, watershed protection, recreation, and quality of life. Because much of the open space along the Willamette River corridor is, and will likely remain, in private ownership, voluntary landowner participation will be key in helping preserve and enhance the open space attributes found in this area.



Farm land near Coburg



Delta Ponds



Dorris Ranch Living History Farm



RiverPlay in Skinner Butte Park

The types of open spaces found along the Willamette River are diverse in character, ranging from natural areas, farm land in active production, and public park land with a variety of recreational facilities.

Vision Formulation

The vision and associated set of recommended actions and strategies are a compilation of public input and ideas, existing plan and policy direction, and direction from the *Willamette River Open Space Planning Partners*.

Related Plans, Studies, and Initiatives

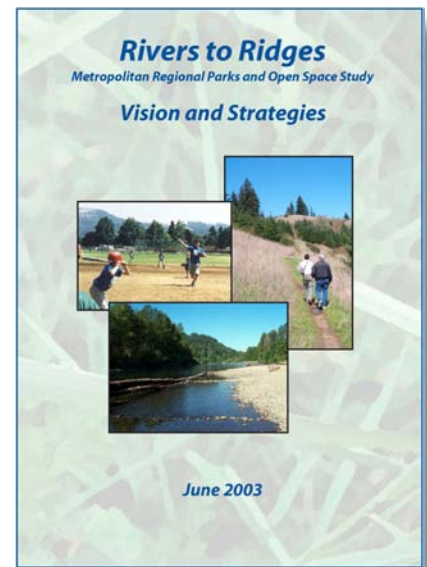
Over the past several decades, numerous planning efforts have studied and made recommendations on the Willamette River at various scales ranging from the entire Willamette Valley to specific sites along the river (see Appendix B at www.lcog.org/willamette) including a 1985 effort by the City of Eugene, which produced the Willamette Greenway Management Proposal. However, a single comprehensive open space vision or plan has never been compiled specifically for the Willamette River in and around our metropolitan region. In 2003, the Rivers to Ridges Metropolitan Regional Parks and Open Space Vision was endorsed by local elected officials and identified the Willamette River as a key element of the region's open space network from a habitat, recreational, visual, and cultural perspective (Appendix A). In this vision, the Willamette River corridor was specifically recognized for its importance for linking several of the region's most significant park and open space features such as Buford Recreation Area, Island Park, Alton Baker Park, Skinner Butte Park, Delta Ponds, and Green Island.

The Willamette River open space visioning effort will build upon the 2003 Rivers to Ridges vision and incorporate the numerous other proposals and recommendations that have been developed through other planning efforts and studies.

Public Input

Input and ideas generated by the public, a variety of interest groups, and property owners was extremely valuable in developing an open space vision for the Willamette River corridor that is both exciting and that reflects the common interests of the community. To further demonstrate broad community support, a number of interest groups and elected officials were asked to review the final Willamette River Open Space Vision and provide their endorsement (see inside front cover for list of endorsements).

Two public workshops were held during the development of the vision. The first occurred on June 2, 2009, which was very early in the planning process. The purpose of this first workshop was to introduce the effort to the public and to gather ideas on how they thought the Willamette River corridor could be enhanced in the future. The participants were asked to describe their ideal 30-year vision for the river corridors on topics such as habitat enhancement, recreational facilities, non-motorized transportation, visual quality, and the urban interface. These ideas were captured on flip charts and comment forms and were instrumental in development of an early draft of the vision. A second public open house was held on March 15, 2010. The purpose of this second workshop was to present and receive feedback on an early draft of the vision and to make property owner contacts for possible collaboration in implementing the vision. A total of 150 people participated in these two workshops.



The *Rivers to Ridges* Regional Parks and Open Space Vision was endorsed in 2003 by numerous interest groups and elected bodies and provided a starting point for the development of the *Willamette River Open Space Vision*. The *Rivers to Ridges* vision map is included as Appendix A of this report.

“A river is worth saving for what it manifestly is: a corridor of water, rock and land, a zone of life, a place of inexpressible beauty constantly reshaping itself.”

–David Bolling, *How to Save a River: A Handbook for Citizen Action*, 1994

Also in support of this planning effort, an on-line survey was conducted, using the *Survey Monkey* web site. A link to this survey was posted on the project web site, e-mailed to interested parties, and listed in the Register Guard newspaper article about the Willamette River printed in June 2009. The survey received 457 responses over a three-month period ending August 31, 2009. The survey included a total of ten questions that were designed to document current uses, perceived issues, and community preferences for the Willamette River and also included opportunities for open-ended responses. Results of this survey and the two public workshops are posted at www.lcog.org/willamette.

In addition to the public workshops and on-line survey, a number of presentations were made to a wide spectrum of interest groups and organizations between June 2009 and May 2010. The purpose of this outreach was to receive additional feedback on the vision and to collect letters and resolutions of support that help demonstrate broad backing of the vision.

Vision Development and Refinement

A key date for development of the Willamette River Open Space Vision was October 2, 2009. On this day, approximately 25 representatives from the *Willamette River Open Space Planning Partnership* gathered for a full day work session. This group included local experts in recreation, natural resources, transportation, and many other open space related disciplines. During this process, the group was split into three smaller teams, each with the

assignment of developing a multi-objective vision for the Willamette River open space system. The teams were asked to think long-term (30 years) and provide as much detail as possible. Each team took into consideration the public input received to that point as well as what had been developed in previous Willamette River related planning efforts. The concepts developed by each of the teams were then merged into an early draft of the vision represented in this report.



Vision development

Vision Implementation

The Willamette River Open Space Vision has been developed to help coordinate and encourage improvements to habitat, recreational facilities, non-motorized transportation, visual quality, and the urban interface of the river corridor in and around the Eugene-Springfield area in the coming years. The vision will be implemented on a voluntary basis by study partners and private property owners. Much of the vision outlined in this document could be

achieved at any time, once necessary funding is identified. Achieving other elements of the vision, such as the reclamation of active sand and gravel mining areas, redevelopment of urbanized areas, and construction of some of the proposed paths and facilities may be several decades away. However, it is essential to retain this long-term vision so that local partners can take advantage of opportunities as they arise and so that land owners are aware of the importance of their properties and how they may fit into the community's vision for the Willamette River. It is important to emphasize that implementation of the vision on lands that are currently in private ownership will be based on voluntary participation by the property owners and therefore may not occur exactly as described.

Willamette River Open Space Vision, Goals, and Recommended Actions

The vision presented on the following pages and on the *Willamette River Open Space Vision Map* is the culmination of significant input and effort from the *Willamette River Open Space Planning Partners*, the public, a range of interest groups, and local elected officials.

Vision Elements

The open space vision presented in this report is intended to support multiple objectives and incorporates numerous topic areas related to the Willamette River in and around the Eugene-Springfield area. A total of eight topic-specific “vision elements” were developed as a way to help describe the desired long-term open space vision for the river corridor. These narrative descriptions were based on a combination of input from the *Willamette River Open Space Planning Partners* and the public. In addition, these statements incorporate key recommendations from previous planning initiatives and studies that have focused on the Willamette River corridor.

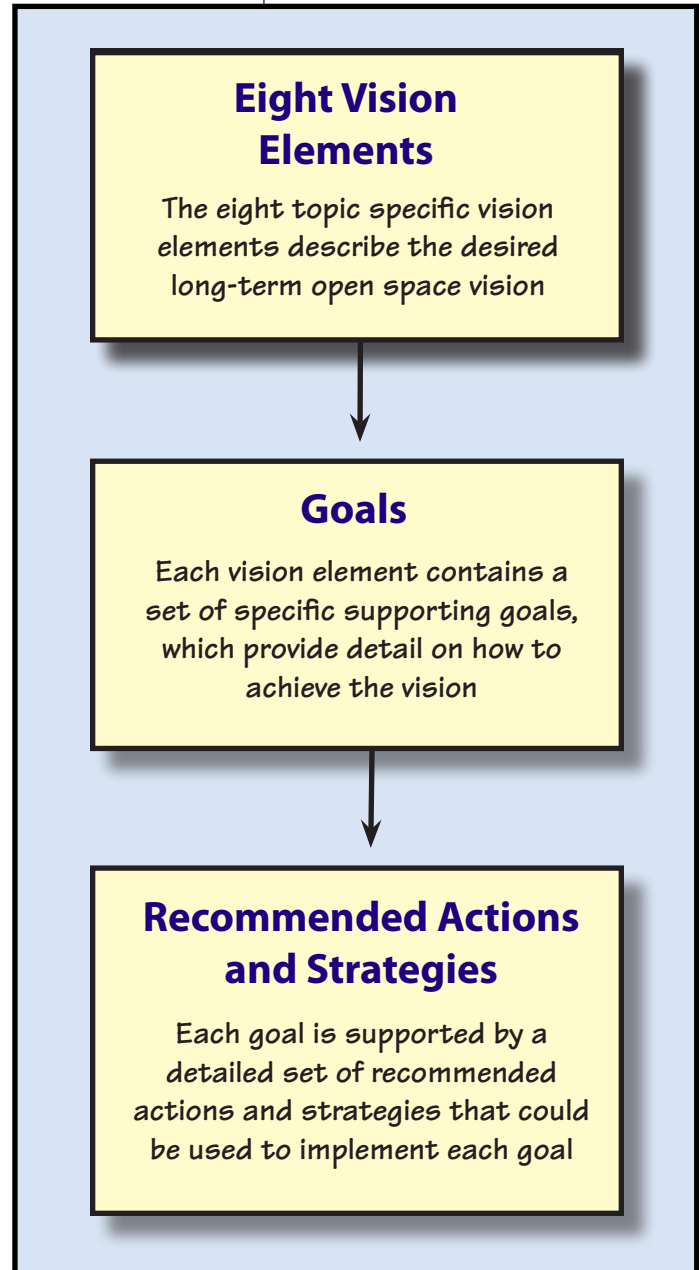
Vision Elements:

1. Habitat
2. Non-Motorized Transportation
3. Recreation
4. Visual Quality
5. Urban Interface
6. History, Education, and Sense of Place
7. Working Landscape
8. Tourism

Organization

The vision described on the following pages is organized under the eight *Vision Element* topics, each with a series of supporting Goals. A set of Recommended Actions and Strategies have been developed to describe steps that could be taken to help implement the vision. As described earlier in this report, the vision will be implemented over the long-term through the combined efforts of local cities, park and recreation districts, watershed councils, land trusts, advocacy groups, state and federal agencies, and private land owners. Implementation of the vision will occur as funding resources become available and will be based on voluntary participation of private land owners.

Vision Organization



Vision Element One: Habitat

The Willamette River will form an uninterrupted corridor of habitat that passes through the metropolitan area, providing essential connectivity between major natural areas such as the Buford Recreation Area, Whilamut Natural Area, Delta Ponds, Green Island, and Armitage Park. Side channel habitat, essential to the life cycle of many native aquatic species such as Chinook salmon, Oregon chub, and Western pond turtle, will be established where opportunities allow. Broad bands of lush riparian forest will line the banks of the river, providing essential habitat for Osprey, Bald Eagle, Blue Heron, Pileated Woodpecker, Belted Kingfisher, and numerous migratory bird species. Aggressive invasive vegetation control will allow a diversity of native understory species to re-establish in the riparian forests which will also provide the important function of shading of the river and its associated network of side channels.



Goal 1.1: Restore Channel Complexity

Restore channel complexity and floodplain connectivity along the Willamette River to improve fish passage and habitat conditions for native wildlife species such as spring Chinook, Western pond turtle, river otter, American beaver, and Oregon chub by reconnecting and restoring side channels and backwater alcoves.



Side channel habitat is essential for the life cycle of many native aquatic species such as the Chinook salmon. Projects currently being implemented at Delta Ponds, Springfield Mill Race, and South Meadow at Buford Recreation Area will reconnect and enhance over six miles of side channel habitat. Potential for another 25 miles of similar habitat enhancement exists in the planning area.

Recommended Actions and Strategies:

- A. Support the completion of the Delta Ponds Habitat Restoration Project, the Springfield Mill Race Restoration Project, and the South-Meadow Floodplain Restoration Project at Buford Recreation Area. All three of these projects are now being implemented and will provide over six miles of high quality side channel habitat when completed.
- B. Implement other side channel reconnection and restoration projects that are currently in the planning phases including the Lower McKenzie Side Channel Restoration Project at Green Island (McKenzie River Trust and ODFW), the Cedar Creek Enhancement project (Springfield, Lane County, McKenzie River Trust, Willamalane, SUB, EWEB, McKenzie Watershed Council, Cedar Creek Irrigation & Flood Control Association, U.S. Army Corps of Engineers, MWMC, and ODFW), and the reconnection of the existing side channel on the west side of the river opposite Delta Ponds (Eugene, U.S. Army Corps of Engineers, and ODFW). These combined will enhance approximately seven miles of high quality side channel habitat when completed.
- C. Study the feasibility of restoring side channel habitat and removing barriers to fish passage on the Canoe Canal in Alton Baker Park, Q. Street Floodway, Spring Creek, Island Park (Springfield), East Santa Clara Waterway, Berkshire Slough, Oxley Slough, Maple Island Slough, the Middle Fork side channel near Papenfus Creek, and the lower Springfield Mill Race. These waterways combined could provide approximately seventeen miles of high quality side channel habitat.
- D. Study the feasibility of restoring side channel habitat over the long-term on lands that are currently zoned for sand and gravel mining, as these mining operations are

phased out. Significant opportunities exist around the confluence of the McKenzie River and Willamette River and the confluence of the Middle Fork and Coast Fork of the Willamette River for creation of off-channel spawning and rearing habitat for aquatic species including salmon, trout, and Oregon chub. These enhancements could be implemented over the next 10 to 50 years.

E. Develop a long-term comprehensive vision for the Eugene Millrace. At a minimum, the vision should determine an effective way to maintain the current, aboveground segments of the millrace as a storm water conveyance feature that also provides water quality and habitat benefits.

F. The reach of the Willamette River from Green Island down river to Harrisburg has been identified in numerous studies as having very high potential for large scale floodplain restoration and re-establishment of a dynamic river system with multiple side channels, oxbows, and alcoves. Local partners should support efforts by land trusts, soil conservation districts, Cascade Pacific RC&D, Willamette Riverkeeper, Meyer Memorial Trust, Oregon Watershed Enhancement Board, and state agencies to restore these areas over time. Restoration in this area can be achieved through a combined approach of targeted purchase of land and conservation easements and incentives to farmers that would provide financial compensation for allowing channel migration to occur.



Significant habitat enhancement opportunities will exist in the coming decades as sand and gravel mining operations along the rivers are completed and reclamation occurs.

Goal 1.2: Preserve Significant High Quality Habitats

Work to preserve significant blocks of high quality native habitats along the Willamette River where they currently exist, focusing on riparian forests, wetlands, savanna, and other unique or at-risk plant and wildlife communities.

A. Initiate habitat preservation efforts on private lands in partnership with willing landowners where opportunities exist, including securing long-term conservation status of these lands.

B. Identify significant areas of high quality habitat that could be targeted for potential future acquisition or conservation easements by public agencies or land trusts. Efforts should focus on preserving large blocks of high quality habitat that are contiguous to each other or existing conservation areas (as opposed to smaller scattered areas) to help maintain long-term habitat viability. Target areas could include major river confluence areas (Coast Fork-Middle Fork Willamette and McKenzie-Willamette) and the Willamette River floodplain area north of Green Island

C. Coordinate acquisition planning efforts among the local partners where appropriate and feasible to maximize success and reduce possible redundancy of efforts.



The McKenzie River Trust's recent purchase of Green Island (pictured above) preserves significant floodplain habitat. Major riparian and side channel enhancement efforts are planned for the site, which is over 1,000 acres in size.

Goal 1.3: Restore and Enhance Native Habitats

Restore and enhance native habitat on both public and private lands where they are currently degraded in order to maximize habitat conditions, connectivity, and shading.



Significant habitat enhancements are planned for the 237-acre Whilamut Natural Area and major riparian planting efforts are currently underway.



The osoberry (*Oemleria cerasiformis*) is one of the first plants along river to leaf out and flower in the spring and is native to the area.

Recommended Actions and Strategies:

A. Implement habitat enhancements proposed in existing adopted management plans and park master plans:

- *Whilamut Natural Area Plans including East Alton Baker Park Plan (1996); Restoration and Monitoring Plan – Eastgate Woodlands of the Whilamut Natural Area (2005); and Whilamut Natural Area – Restoration and Management Plan (2005)*: Proposes restoration of native prairie, savanna, and riparian habitats; invasive species control; and major habitat improvements to the Canoe Canal system (approximately 237 acres).
- *Rasor Park Master Plan (2001)*: Proposes expansion of the existing riparian zone; establishing native savanna and prairie vegetation on the upland terrace; and invasive species control (10 acres)
- *Skinner Butte Master Plan (2002)*: Proposes enhancement of savanna habitat on west and south side of the butte;

invasive species control; prairie restoration near the river; and river bank stabilization.

- *West Alton Baker Park Development Plan (2004)*: Proposes habitat enhancement to the Canoe Canal, riparian planting, and access management.
- *Dorris Ranch Living History Farm Master Plan (2009)*: Proposes invasive species control; oak and pine savanna enhancement; prairie enhancement; and preservation and enhancement of significant riparian forest located along the Middle Fork Willamette River.
- *Draft Habitat Management Plan for Howard Buford Recreation Area (underway)*: Proposes the conservation and restoration of a dynamically functioning prairie-savanna complex, as well as river systems with healthy riparian and aquatic processes within this 2,363-acre Lane County park.
- *Green Island Interim Management Plan (2005, with update underway)*: Proposes restoration of floodplain vegetation and significant side channel habitat on 1,200 acres.

- B. Initiate habitat restoration efforts on private lands in partnership with willing landowners where opportunities exist. This could include general technical assistance, supplying plants for restoration projects, livestock fencing, and follow-up maintenance and monitoring.
- C. Encourage area golf courses to enhance and maintain habitat to benefit native wildlife species and minimize potential harmful impacts. River Ridge Golf Course is currently certified by Audubon International under their Cooperative Sanctuary Program and the golf course manages and maintains the area to provide valuable habitat benefits in close proximity to the river.

Goal 1.4: Actively Manage Habitats

Actively manage habitats along the Willamette River to help sustain their integrity and long-term viability.

Recommended Actions and Strategies:

- A. Control invasive vegetation in natural areas, focusing on control of highly invasive non-native species such as Armenian blackberry, Scot's broom, Japanese knotweed, shining geranium, false brome, English ivy, and other emerging threats.

- B. Special management attention should be given to areas containing known rare plant and animal populations and control of newly colonizing weed populations. Provide information, financial, and technical assistance to private land owners in proximity to the Willamette River to improve habitat conditions on those sites and prevent the spread of invasive species onto nearby properties.
- C. Develop detailed habitat management plans for public properties along the river corridor that currently do not have management plans. These properties, combined, make up a significant land area within the river corridor and most have major opportunities for enhancement. Management plans will provide focus and direction for land managers and allow agencies to apply for grant funding for plan implementation. Management plans should include documentation of key site attributes, conservation issues and threats, habitat management goals, a schedule of routine and long-term management actions, a strategy for funding, and utilize an adaptive management strategy to respond to changing conditions over time.
- D. Ensure that sufficient funds for operations and maintenance are available to adequately maintain key habitat areas in public, land trust, and private ownership. Strategies could include:
- Attempt to incorporate basic site improvements as a condition of purchase of open space properties. This approach could greatly reduce up-front site management costs of newly acquired properties and could include activities such as site grading, disposal of slash piles, road removal, and upgrades to infrastructure where applicable.
 - Use limited local funds as a tool to help leverage state, federal, and foundation grant funding for significant management activities similar to what has been done on the Delta Ponds habitat enhancement project.
 - Provide information, financial incentives, and technical assistance to private property owners about funding and tax incentive programs that can assist with habitat management activities. These outreach efforts should focus on properties that possess high ecological values or that are contiguous to other large blocks of public or land trust lands.
 - Consider establishing stewardship endowments where feasible as a technique to ensure long-term site management funding.



Osprey

Source: Jim Maloney



Willamette River near Skinner Butte Park

Goal 1.5: Improve Water Quality

Work with regional partners to continue to improve water quality in the Willamette River and its tributaries to support improved native habitat conditions.

Recommended Actions and Strategies:

- A. Support programmatic approaches by the cities of Eugene, Springfield, Junction City, Creswell, and Coburg along with Lane County to reduce non-point pollution flowing into the Willamette River from urbanized and urbanizing areas. This could include development and implementation of comprehensive stormwater management plans, construction of stormwater treatment facilities, guidelines for new development, encouraging use of pervious pavement in proximity to the river, and hazardous waste collection programs (household, pharmaceutical, and agricultural materials).



Riparian tree planting on the McKenzie River Trust's Green Island property



Western pond turtle



The Menzies' larkspur (*Delphinium menziesii*) is a common native plant found in Whilamut Natural Area

B. Support the efforts of the Southern Willamette Valley Groundwater Management Area Committee and regional partners to reduce nitrogen/nitrate and other potential contaminants in groundwater including implementation of strategies identified in the Southern Willamette Valley Groundwater Management Area Action Plan.

C. Support the efforts of the Metropolitan Wastewater Management Commission to form partnerships with area sand and gravel operators to utilize sites for post-treatment water cooling near the confluence of the McKenzie and Willamette Rivers.

D. Support efforts to restore riparian vegetation along the Willamette River and its tributaries where it is currently lacking to increase shading and filtration. Numerous locations have been specifically called out for riparian enhancement in existing management and master plans and many other opportunity areas

exist on both public and private lands along the river corridor.

E. Work to reduce resident duck and goose populations in parks along the river where they are causing water quality problems. This could be achieved through habitat modification, public education about feeding wildlife, and relocation of domestic geese and ducks.

F. Reduce illegal camping along the river corridor through vegetation management and enforcement of existing laws and park rules (see Goal 3.6).

G. Consider speed limitation zones on motorized watercraft to limit bank erosion.

Goal 1.6: Monitor and Collect Data on Wildlife and Vegetation

Collect and compile data on vegetation and wildlife condition along the Willamette River corridor to help direct habitat enhancement and management actions.

Recommended Actions and Strategies:

A. Collect/provide baseline data on vegetation and wildlife on public, land trust, and private properties (voluntary participation) along the Willamette River to help identify high quality habitats, restoration opportunities, and invasive species. Consolidate into a single data base as possible.

B. Document the unique wildlife populations and associated habitats. This could include bald eagle nests, heron rookeries, Western pond turtle nesting areas, Oregon chub populations, and waterways utilized by Chinook salmon.

C. Where habitat enhancement projects are implemented, collect adequate pre- and post-project vegetation and wildlife data to inform management decisions and gauge effectiveness of enhancement efforts.

Goal 1.7: Enhance River Flows to Benefit Native Wildlife Species

Study and adjust upstream dam releases on the Willamette River system to create flows that are more consistent with a natural system to benefit the life cycles of native wildlife species and to create improved habitat conditions such as gravel bar formation and recruitment of woody debris. This has potential for significantly improving the habitat conditions within the floodplain.

Recommended Actions and Strategies:

A. Support the Sustainable Rivers Project that is now currently underway, sponsored by the Corps of Engineers and The Nature Conservancy. This effort is evaluating flow requirements on the Willamette River system that will restore and maintain river and floodplain habitat and water quality conditions for a variety of target species. This study will ultimately result in modifications to dam releases to mimic a more natural hydrologic condition and river temperatures, while maintaining flood protection.



Vision Element Two: Non-Motorized Transportation

The network of multi-use paths and trails that have been constructed along the Willamette River over the past several decades provides a critical and heavily traveled transportation link through the heart of the metro area for non-motorized transportation such as biking, skating, running, and walking. This system will continue to be extended along the river corridor as opportunities arise, ultimately providing path connections to outlying parks such as Armitage Park, Clearwater Park, and Buford Recreation Area; to nearby small cities such as Coburg, Junction City, and Creswell; to downtown Eugene and Springfield; and to the adjacent rural landscape. Improved connectivity between adjacent neighborhoods and the system of paths and trails will provide safer and more convenient access to thousands of area residents.

Goal 2.1: Expand the Existing Network of Paths and Trails

Expand the existing network of paths and trails to improve connectivity to the river from neighborhoods, downtowns, parks, and other attractors and to provide increased transportation and recreation opportunities for a growing population.

Recommended Actions and Strategies:

- A. Construct planned and programmed multi-use path segments along the river corridor. These include:
- The Middle Fork Path from Dorris Ranch Park to Clearwater Park (construction to begin in 2010)
 - The Springfield Mill Race Path and connector to the Middle Fork Path
 - Glenwood Path with extension south toward LCC (based on recommendations of the Glenwood Refinement Plan, which is under development)
 - A path segment on City owned property along the river parallel to Copping Lane to replace the on-street route.
 - A path segment under Belt Line Road on the west side of the river, connecting to Beaver Street.
 - Path segments along the McKenzie River near Sacred Heart Hospital, near Irvington Slough, and near Kizer Slough (Highbanks Connector Path)
- B. Study the feasibility of extending the multi-use path network to improve regional connectivity and secure public ownership or easements to accommodate these paths as opportunities arise. These include:
- A path connection from the planned Ridgeline Trail extension near Lane Community College to Buford Recreation Area (following completion of mining operation in the confluence area)
 - A path connection along the McKenzie River from Armitage Park to Sacred Heart Hospital and the Springfield Path system.
 - A path connection from Armitage Park to the on-street bicycle network starting on County Farm Road. This will provide bicycle and pedestrian connectivity through the Willakenzie area to the current end of the river path system at Delta Highway.



The existing networks of paths along the Willamette River are heavily used for recreation and as a means of transportation.

“We want a ground to which people may easily go after their day’s work is done, and where they may stroll for an hour, seeing, hearing, and feeling nothing of the bustle and jar of the streets, where they shall, in effect, find the city put far away from them.”

–Frederick Law Olmsted, Public Parks and Enlargement of Towns, 1870

The historic rail bridge over the McKenzie River has already been retrofitted for bicycles and pedestrians and could be utilized for a future path connection between Armitage Park and Coburg.



Over the long-term, a path connection along the McKenzie River and Willamette River is desired, but aggregate mining operations will likely be active in the area for several decades, making that option unattainable over the short-term.

- A path connection northward along the west side of the Willamette River to River Loop and points northward. This path could pass through agricultural lands in the short-term or through the land now being utilized for aggregate production as those areas are reclaimed over the long-term. This path would greatly improve connectivity from the Santa Clara neighborhood and provide recreational access to the agricultural lands north of the urban growth boundary.
 - A path connection from the Riverfront Research Park to the Knickerbocker Bridge near I-5. This path is likely most feasible in an alignment between the river and railroad, but could also parallel the Eugene Millrace, but would require significant engineering.
- C. Improve connectivity to the regional trail network. This would include the following soft-surface trails:
- A connector trail to the planned Eugene-to-Pacific Crest Trail from the existing trail network at the Buford Recreation Area.
 - A connector trail between Hendricks Park and the Willamette River. This may be a combination of new soft-surfaced trail and existing sidewalks.
 - A soft-surfaced connector trail from the existing Ridgeline Trail at Mount Baldy to the Willamette River and Mount Pisgah. A two mile segment of this trail is planned for construction in 2010 on the newly acquired ridgeline park property to the east of Mount Baldy.
 - A trail through the agricultural lands between Junction City and Eugene. This trail concept, referred to as the Southern Willamette Valley Heritage Farm Trail, could make connections to the river path system, Junction City, and areas of interest such as heritage farms and historic landmarks.

Goal 2.2: Connectivity and Access

Improve bicycle and pedestrian connectivity and access to the river from adjacent neighborhoods and downtowns.

Recommended Actions and Strategies:

- A. Implement the recommendations of the Lower River Road Concept Plan (2009) for improved bicycle and pedestrian connectivity between the adjacent neighborhood and the river corridor. Three new path connections are recommended.
- B. Improve bicycle and pedestrian connectivity to the river path system from downtown Eugene and downtown Springfield (see Goal 5.2).
- C. Construct a connector path connection between the Laurel Hill Valley Neighborhood to the river to provide safe and convenient pedestrian and bicycle access.
- D. Construct the planned multi-use path between Coburg and the McKenzie River (Coburg Loop Implementation Plan, 2008).
- E. Provide an open space and trail connection to the river in the vicinity of the future Santa Clara Community Park.
- F. Construct the planned path connection under Beltline Road on the west side of the river to Beaver Street to provide connectivity between the Santa Clara neighborhood and the river.
- G. Construct a bicycle and pedestrian bridge from the multi-use path near Delta Ponds over Delta Highway. This project, which has been funded and currently under construction, will create direct access from the Willakenzie neighborhood and the river path network.

- H. Construct a bicycle and pedestrian bridge across the Middle Fork to connect Springfield and the Buford Recreation Area. The exact bridge location will be determined based on identification of feasible crossing points and future public land acquisition or easements.
- I. Study the feasibility and utility of constructing a bicycle and pedestrian bridge linking the current EWEB site to West Alton Baker park, including conducting analyses of scenic impacts, impacts to riparian habitat, and impacts to existing park facilities and programming.
- J. Study the feasibility of constructing a bicycle/pedestrian bridge, or series of bridges, from Glenwood to downtown Springfield, Island Park, and West D Street Greenway. These would greatly improve connectivity from Glenwood to nearby parks, paths, and the downtown Springfield.
- K. Study the feasibility of upgrading the existing bridge over I-5 at the end of 30th Avenue so that it can accommodate safe bicycle and pedestrian crossing. This will become a key bicycle and pedestrian connection from LCC and the Ridgeline Trail system to the Buford Recreation Area and the planned path network in that area.
- L. Coordinate with ODOT to incorporate a bicycle and pedestrian crossing of the Willamette River on or adjacent to the existing Beltline Road bridge. In the coming years, ODOT will be assessing options for improving this bridge, which may include widening the existing facility or creating a parallel bridge that would accommodate local traffic, bicycles, and pedestrians. This upgrade would provide a badly needed connection between Santa Clara and the paths and commercial development on the east side of the river.



DeFazio Bicycle/Pedestrian Bridge in Eugene

Goal 2.3: On-Road Bicycle Touring Routes

Provide safe on-road bicycle touring routes in proximity to the Willamette River and McKenzie River. The flat terrain and scenic landscape make several rural roadways near the Willamette and McKenzie Rivers very popular bicycle touring routes and use will likely increase in the future. Many of these roads also carry heavy vehicle traffic and should be upgraded over time to improve safety (see Vision Map for locations of these roads).

Recommended Actions and Strategies:

- A. Roads with high traffic volumes or speeds that are also popular bicycle touring routes should be upgraded to add wider shoulders on either side of the road to help reduce the possibility of bicycle-auto crashes (4-foot shoulders or 5-foot lanes are preferred where feasible).
- B. Post signage on commonly used bicycle touring routes to alert drivers of bicycles on the road.
- C. Sweep road shoulders with sufficient frequency to remove debris and gravel that can lead to bicycle crashes and flying debris.
- D. Work with bicycle advocacy groups and public safety organizations to promote proper bicycle touring etiquette and safety practices such as obeying traffic laws and riding single file except when passing.



Bicycle touring is a popular recreational activity on several roads within the planning area.

Goal 2.4: Way-Finding and Informational Signage

Provide adequate signage to support safe and convenient use of the network of paths and trails.

Recommended Actions and Strategies:

- A. Way-finding and informational signage should be placed at key locations along existing and future multi-use paths including trailheads, road intersections, path intersections,



Mileage markers like these recently installed in Eugene are important for both way-finding and public safety response

- and designated parking areas. Signage should include information on rules for path use, mileage to destinations, and route maps (properly oriented for ease of use).
- B. Markers indicating mileage should be placed at quarter-mile intervals along multi-use paths on vandal resistant ornamental posts similar to those recently installed along the river path system in Eugene. These will allow path users to calculate distances and serve a critical public safety function for any emergency response. Mileage markings should flow seamlessly between jurisdictions, rather than changing with each new segment of path. Extending the markings currently in use along the Willamette into new areas would be the most efficient approach.
- D. Utilize unique symbols or colors on mileage markings that flow between jurisdictions to help define different segments of the path, and different jurisdictions. Incorporating easily identifiable symbols or color coding onto the mileage markers is an important feature for accurately describing geographic location to emergency responders. They can also make it easier for pre-literate and non-literate path users to orient themselves.
- E. Accurately orient maps and arrows that are placed throughout the area so that they are accurately oriented: i.e. if the reader is facing north, the top of the map they are viewing should represent north, etc.
- F. Develop a standard for signage where the most important information is bi-lingual (Spanish/English).

Vision Element Three: Recreation

The Willamette River and the numerous public parks and recreation areas found along the corridor currently provide abundant recreational opportunities and facilities to area residents and visitors alike. Facilities will continue to be enhanced and expanded over time to meet the demands of a growing population and offer outstanding recreational experiences in close proximity to the metro area population. Access to the river for fishing, nature study, boating, swimming, and water play will be enhanced and safety improvements made within the river corridor. Selected side channels such as the Canoe Canal in Alton Baker Park will be improved over time for navigation and may include loop options for boaters and more challenging whitewater segments for more experienced users. Amenities such as playgrounds, picnic areas, campgrounds, restrooms, bridges, and site furnishings will continue to be upgraded and thoughtfully incorporated into this integrated open space system. The natural setting will serve as a backdrop for these facilities while providing great opportunities for passive recreational activities such as bird watching, nature study, and photography. Creating a safe environment, where legitimate recreational users feel at ease, must be a top priority.



Goal 3.1: Water Oriented Recreation

Provide outstanding water-oriented recreational opportunities in close proximity to the metropolitan population that are safe, easily accessed by area residents and visitors, and provide a range of user experiences.

Recommended Actions and Strategies:

- A. Redesign and reconstruct the Canoe Canal system that passes through Alton Baker Park to improve recreational boating opportunities. This enhanced system will include a more functional loop opportunity of approximately five miles (Canoe Canal to Willamette River) that will reduce portages, make major safety improvements,

and incorporation of white water skills features along the route. The system would be designed so that white water elements would be available to provide a more diverse experience for advanced boaters, but could be easily bypassed by novices. Careful consideration will be given to incorporating meanders, side channels, riparian planting, and other enhancements to create a diverse and high quality user experience and maintain ecologically valuable habitats.

B. Work with area partners to expand boating opportunities along the Willamette River and its tributaries. This could include:

- Exploring opportunities for creating additional loop options utilizing river side channels such as Delta Ponds, Springfield Mill Race, and reclaimed mining sites over the long-term.
- Designating and improving additional river access points in proximity of the metro area to provide more trip options of various lengths. Possible locations include Alton Baker Park near the Canoe Canal outfall; Skinner Butte Park; a location near the I-5 bridge just below the navigation hazard (Eugene Millrace dam); Green Island or vicinity; and improve D Street boat ramp in Springfield.
- Providing boat shuttle services during the summer months to make river trips more convenient and reduce risk to parked vehicles. This could be run by either a public organization or a private concession.
- Utilizing some of the local gravel pits for recreational boating areas once mining operations are complete.
- Providing facilities that can accommodate new water recreation activities as they gain popularity such as stand-up paddle boarding and recreational kayaking.

C. Improve boating safety through combined approach of education, signage, facilities, and removal of navigation hazards. Improvements should include:

- Removal of the navigation hazard caused by the Eugene Millrace dam remnants near the I-5 bridge to allow safe passage by novice boaters. A portion of the dam may be considered for retention to create a whitewater feature for experienced boaters if other options are not available for creating a whitewater feature, but should be easily bypassed by less experienced boaters.
- Placement of permanent signage notifying boaters of potential navigation hazards, location of take-outs, and other relevant information should be posted at all put-in points along the river.
- Placement of mileage markers along the river to aid navigation and enhance emergency response.
- Establish a free life vest loan program with stations placed at key locations along the river such as boat ramps, swimming areas, and parks where children play near or in the water.



We are fortunate to have opportunities for boating and water play in the heart of our community. Safety can be improved through combined approach of education, signage, facilities, and removal of navigation hazards.



A life vest loan program with, stations placed at key locations along the river, would be a low cost way to improve water safety.

Goal 3.2: Water Play and Swimming

Provide safe public access to the river's edge for water play and swimming in designated areas (based on public input this is highly desired). Formal access areas should be sited



Wanting to play in the river is a natural desire, and designation of safe locations to do so is important for ensuring safety.

away from sensitive natural areas or locations with swift river currents to minimize water safety concerns. Implementation of this goal would be contingent upon satisfactorily addressing the managing agencies' risk management and operational concerns.

Recommended Actions and Strategies:

Improvements for water play and swimming could include:

- Formally designating several safe locations for swimming and water play and making appropriate improvements to facilitate this use. This could include installation of free life vest stations for children and non-swimmers, improved access, and possible staffing with life guards during the summer months. Some possible locations that may be considered include Maurie Jacobs Park in Eugene, West D Street Greenway in Springfield, Buford Recreation Area on the Coast Fork, and Oregon State Park lands near the Coast Fork and Middle Fork confluence. Additional suitable locations may also be considered and may be added with future public land acquisition.
- Formally designating a swimming location or locations for dogs, possibly near the dog park in Alton Baker Park.

Goal 3.3: Fishing and Fishing Access

Provide improved fishing opportunities that are in close proximity to the metro area.

Recommended Actions and Strategies:

Improvements for fishing and fishing access could include:

- Designating at least one additional location for regular stocking for recreational fishing. Stocking by ODFW is currently limited to the rainbow trout in Canoe Canal in Alton Baker Park, which currently receives very high use and release of summer steelhead smolts in the Willamette River. A number of the gravel pits located along the river corridor may be well suited for this use once mining is complete and if they are brought into public ownership.
- Providing fishing trails at designated locations along the river to help consolidate use and limit impacts. These should be sited to limit impacts to sensitive natural resource areas.
- Providing additional fishing opportunities and access points to those with limited mobility.
- Providing receptacles for monofilament fishing line and other fishing litter at locations commonly used for fishing and encourage proper disposal.
- Designating a fly casting skills area, where fly fishers can practice and classes can be held (a fly casting skills area currently existing on the Deschutes River in Bend).
- Develop a seasonal fish guide, made available to public, that discuss fish species that might be found and the river and when. This could be made available at nearby public facilities such as community centers or posted at park kiosks.
- Work with ODFW to enhance fishing opportunities within the metro area through stocking, habitat improvements, and access.
- Work with ODFW and other partners to make habitat improvements for aquatic vertebrae. This could include gravel augmentation, placement of woody debris, placing structure on the river bottom, and other techniques.

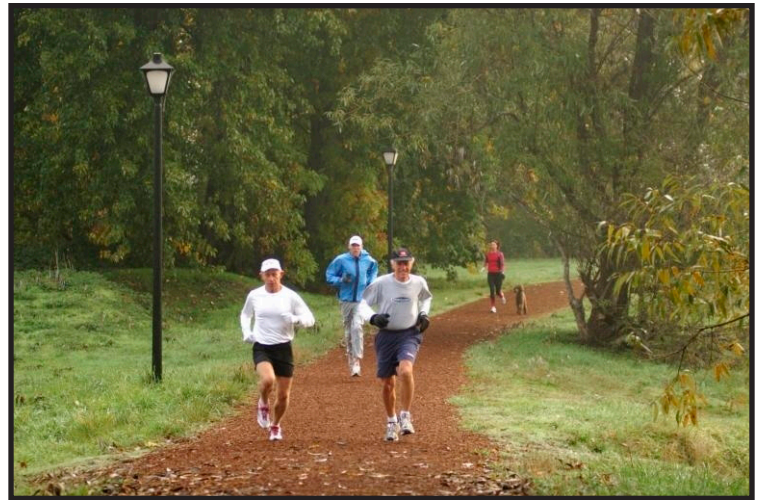


Goal 3.4: Recreational Amenities and Facilities

Provide recreational amenities and facilities along the river corridor where they are currently limited or lacking. The mix of facilities and amenities and their locations will primarily be determined by local park and open space providers who frequently conduct recreational needs analysis and user surveys. Based on public input provided during this visioning

process, the following facilities are highly desired along the river corridor:

- Drinking fountains (functional year-round), rest rooms, and benches located at regular intervals along the paths and trails
- Facilities for nature study such as viewing areas, interpretive signage, and outdoor classrooms
- Picnic facilities
- Public art
- Playgrounds
- Community garden plots
- Food and drink kiosks
- Designated mountain bike area or trail
- Soft surfaced running trails
- Nice rental facilities for events (such as weddings)



Source: Vern Rogers

The popular Prefontaine Trail in Eugene and Springfield provides a soft surfaced option for runners and walkers.

Goal 3.5: Recreational Camping

Provide additional recreational camping facilities in proximity to the river for use by area residents and visitors.

Recommended Actions and Strategies:

- A. Designate at least one additional recreational camping facility in proximity to the river for use by residents and visitors to the area. Currently, the newly opened campground at Armitage Park is the only facility in the area and demand is high for additional campgrounds. New campgrounds would ideally be sited so that users can easily access the local network of paths and trails, providing a great amenity for campers and giving them easy access to local attractions and downtowns.
- B. Designate several additional small primitive camping sites on public lands along the river corridor for use by boaters traveling the *Willamette River Water Trail* on multi-day trips. These camp sites could include minimal facilities such as toilets, camping pads, and food storage lockers, but would generally be undeveloped.



Source: Vern Rogers

Goal 3.6: Public Safety

Address public safety issues through a combined approach of environmental design, natural surveillance, enforcement of park rules, clear signage (see goal 2.4), facility design, and community involvement.

Recommended Actions and Strategies:

- A. Deter criminal activities through careful site planning, vegetation management, and facility design.
 - Manage public lands to eliminate hiding places that tend to attract illegal activities and camping. This would include the limbing and pruning of lower branches on trees and shrubs to create sight lines and clearing thick sight obscuring vegetation. Managing vegetation for public safety can be done in a way that is consistent with habitat management goals including removal of exotic species such as ivy, holly, Japanese knotweed, and blackberry.
 - Clearly delineate park boundaries with low fencing or boundary signage to eliminate unintentional trespass onto adjacent private properties. Fencing, if

Creating a safe environment, where legitimate recreational users feel at ease, must be a top priority.

Natural surveillance is an effective strategy that utilizes nearby residents, business owners, and park users to observe and monitor activities and report illegal behavior. The River House (pictured below) is a great example of how public facilities can be sited along the river to promote legitimate activity and help deter criminal behavior.



used, should be transparent to avoid creating hiding places or surfaces that tend to attract graffiti. Split rail or other low fencing is generally more than adequate to define boundaries. Taller fencing, if used, should be constructed of attractive material such as wrought iron and should not obscure vision or create situations where path users become trapped in narrow corridors (10-foot offset from paths is recommended where room allows).

- Consider the installation of surveillance cameras as a deterrent to crime in locations where public safety problems are occurring on a consistent basis such as parking lots.
- In locations where cell phone reception is poor, consider placing call boxes.
- Cluster cameras, emergency call boxes, lighting, benches, tables and other facilities for maximum efficiency.
- Maintain facilities at a high level to encourage positive and legitimate uses and address vandalism issues as soon as possible.
- Where lighting is considered for installation,
 - o Strive for a consistent level of low light along the path and at least 10 feet to each side. Extreme light levels can be counterproductive, if this accentuates pockets of shadow along path edges. Lighting should be designed to limit light pollution and light trespass onto neighboring properties and habitat areas.
 - o Design lighting with vandalism and theft resistance in mind. Solar and wireless power should be considered rather than hard-wiring whenever possible, to avoid wire theft.
 - o Cameras and alarms should be considered to protect light fixtures wherever possible.
- Design hard surfaced path to easily accommodate emergency response and patrol vehicles.
- Design and specify facilities to resist vandalism and deter problem behaviors:
 - Any areas designated for picnicking will have clear markings to control where cooking or fires are permitted or prohibited.
 - Restrooms will be placed in highly visible areas to deter vandals.
 - Durable fire and graffiti resistant materials will be used wherever possible.
 - Bench and seating designs will correspond to their particular intended uses and include features such as middle arm bars to prevent unintended use as a sleeping platform.

B. Natural surveillance is a design concept that utilizes the ability of nearby residents, business owners, and park users to observe and monitor activities around them and to report illegal behavior if it occurs. If offenders recognize that there is potential for them to be seen, they tend to restrain themselves from overtly criminal acts. The following actions can be taken to promote natural surveillance:

- Carefully site public facilities such as parking lots, bike racks, rest rooms, and community gardens so they are visible from roadways, paths, residences, or other activity centers whenever possible.
- Selectively pruning vegetation may be considered in areas where antisocial or criminal behaviors are occurring as a way to open views from adjacent residences or activity centers onto parks, natural areas, and paths.
- Organize *park watch programs* where nearby residents could be enlisted to help monitor and report illegal activities along nearby paths, parks, and natural areas. This program would provide residents with instruction and contact information to report problems.

- Recruit docents or other volunteers to patrol the paths, parks, and natural areas along the Willamette River corridor on a regular basis and report illegal activities, maintenance needs, and other problems.
 - Use the siting of new park facilities such as playgrounds, paths, spray parks, and community gardens as a tool to attract legitimate users to areas that may be experiencing public safety issues.
 - Look for ways to permit some commercial use of space, such as with vendors, in order to have a live, legitimate presence on site. Vendors along the path can help path users avoid isolation.
- C. Enforce existing park rules that prohibit after hours use, alcohol, drugs, camping, and antisocial behavior and consider banning individuals from using parks if they are convicted of violating rules or other criminal laws. Eugene, Springfield, Lane County, Willamalane Park and Recreation District, and Oregon State Parks all have such rules already in place and if actively enforced, would go a long way toward eliminating safety issues.
- D. Involving the community in park and open space planning, management, and maintenance activities can be one of the best ways to promote a sense of pride, caring and ownership for our public parks and open spaces. Community members who have invested time and effort into an area are much more likely to help address public safety issues.

Vision Element Four: Visual Quality

The Willamette River corridor provides an element of “nature in the city” that is found in few other urban communities in the nation. The thoughtful incorporation of built elements into this otherwise natural corridor is important for preserving this quality. Existing structures, bridges, and facilities will be renovated over time to improve their visual quality and incorporate artistic features. Design of new public facilities will make visual quality a high priority. Key views of the river and surrounding landscape features such as Spencer Butte, Mount Pisgah, Coburg Hills, and the Three Sisters will be identified and preserved.



Goal 4.1: Viewpoints and Vistas

Provide and maintain publicly accessible viewpoints and river vistas

Recommended Actions and Strategies:

- Design and site new trails and paths to take advantage of key river view points and views of geographic features such as Spencer Butte, Mount Pisgah, Coburg Hills, and the Three Sisters.
- Provide numerous public vista points that provide expansive views of the river and river valley and maintain vegetation where necessary to preserve these views. Major vista points to the river currently exist at Skinner Butte Park, Gillespie Butte Park, Kelly Butte Park, Willamette Heights Overlook Park, Buford Recreation Area, Moon Mountain Park, East Ridgeline Park, and from Judkins Point (above Franklin Boulevard).
- Provide viewpoints that are accessible to individuals with limited mobility including points from the multi-use path system adjacent to the river and from high points



The orchards in Willamalane's Dorris Ranch Living History Farm preserve an element of our region's agricultural history, while providing an excellent educational resource.

such as Skinner Butte, Gillespie Butte, and Willamette Heights Overlook Park that can currently be reached by vehicle.

Goal 4.2: Uniqueness and Sense of Place

Protect, conserve, and enhance elements of the natural and historic landscape that help give the region its uniqueness and sense of place.

Recommended Actions and Strategies:

- Conduct historic research and inventory important historic remnants along the river corridor such as historic structures and bridges, former ferry crossings, and Millrace remnants to help ensure preservation or interpretation of these links to the past.
- Preserve and restore native landscapes to retain sense of place and provide educational opportunities (See Goals 1.1 through 1.4).
- Incorporate interpretive signage, art and historic elements as functional features of the open space system.

Goal 4.3: Urban Transition

Promote a graceful transition between urban areas and the riverside open space network.

Recommended Actions and Strategies:

- Use carefully placed vegetative screening or earthen berms to block views from the open space system to unsightly areas such as the backs of industrial buildings and storage yards. Screening should be thoughtfully placed so that it does not restrict the ability of nearby residents and business owners to observe and monitor the open space system for public safety purposes (see Goal 3.6B).
- Where future urban development or re-development occurs in close proximity to the river, consideration of visual impacts to the open space system should be given high priority and addressed through building design and placement.



Goal 4.4: Art

Incorporate context sensitive art throughout the open space network as a way to enrich the user experience, to visually enhance facilities, and to help celebrate cultural and natural history of the Willamette River.

Recommended Actions and Strategies:

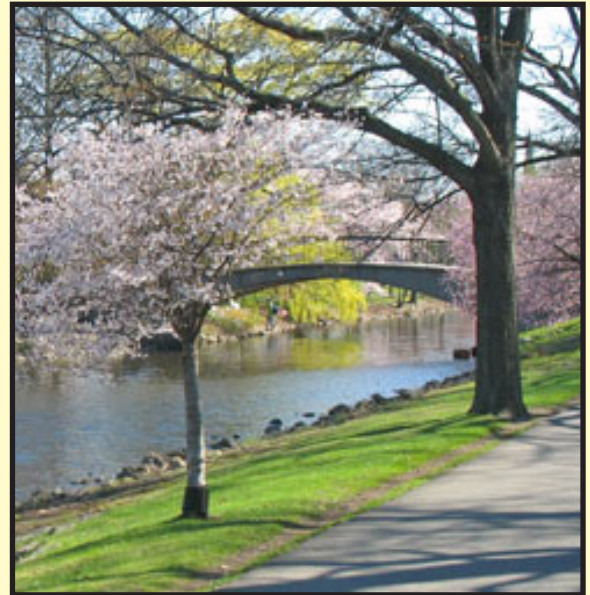
- Place art elements within the open space system that help celebrate cultural and natural history of the Willamette River. A good example of the treatment is in the *Whilamut Natural Area* where numerous basalt stones are inscribed with a Kalapuya word and its English equivalent (referred to as the *Talking Stones*). Art elements could be located along trails, paths, park entrances, and other centers of activity and

The Talking Stones, which are located in the Whilamut Natural Area, are inscribed with a Kalapuya word and its English equivalent. This is a great example of how art can be used to celebrate our natural and cultural history.

- could include sculpture, water features, mosaics, etc.
- Incorporate art elements into new and existing facilities such as restrooms, playgrounds, bridges, paving, utility boxes, and kiosks. The visual quality of facilities such as the older bicycle and pedestrian bridges could be greatly enhanced through incorporation of art such as tile mosaics and sculpture. Thematic art could be used to interpret local history including Native American, African American, and early settlement. In public spaces, art pieces should be designed to be vandal resistant.

Vision Element Five: Urban Interface

The open spaces that line the river provide a welcome break from the urban environment while providing a scenic backdrop for area residents and businesses that makes our community a special place to live and work. The edges of the built and natural environments will meet and blend gracefully with special attention to design detail, building placement and massing, planting, stormwater runoff, and preservation of important views. Future river oriented development and redevelopment of areas such as Glenwood and the Eugene Water & Electric Board property will be done in a manner that incorporates the river as an important amenity, preserves the scenic quality enjoyed by recreational users and residents, provides river access to people of all ages and levels of mobility, and seeks opportunities to model river stewardship and educate people about riparian ecosystems. Convenient bicycle and pedestrian access will be provided from the adjoining neighborhoods and commercial areas and the river, including the downtown areas of Eugene and Springfield.



Goal 5.1: River Oriented Development

Provide opportunities for river-oriented mixed use development at carefully selected locations along the Willamette River, with emphasis on redevelopment of existing industrial and commercial areas, ecologically sensitive design, preservation of visual quality, educational opportunities, multi-modal access, and quality of life.

Recommended Actions and Strategies:

- Coordinate with ongoing riverfront master planning efforts at the EWEB, Glenwood, Walnut Mixed Use Center (near the University of Oregon), and the University of Oregon Riverfront Research Park to ensure integration of key open space functions such as native vegetation, riparian habitat enhancement, view corridors, paths, visual quality, and quality public spaces. Thoughtful river oriented development of these areas will accommodate open space function, gracefully intertwine human activity and habitat, help promote public appreciation and stewardship of the river, and in many cases will replace less suitable industrial and commercial uses.
- Promote opportunities for redevelopment of existing commercial or industrial areas along the river for ecologically sensitive mixed-use development that better integrates the river as a site amenity and improves overall open space function. Sites for consideration could include the Valley River Center parking area, McVay riverfront in south Glenwood, and the industrial zone in Springfield just to the south of the Springfield Mill Race.



River Place Marina Waterfront on the Willamette River in Portland occupies the space vacated when the Harbor Freeway was removed in 1970 and includes restaurants, housing, paths and a vegetated greenway.



- Encourage the incorporation of appropriate building and site design techniques, green architecture, and best management practices as a way to minimize potential impacts of the built environment and maximize open space functionality. Functional open spaces should be woven into the site fabric whenever possible to accommodate paths, plantings, and drainage features. Use of elements such as bio-swales, pervious pavement, native plantings, and roof gardens should be considered.
- Enhancement of habitat function within these areas should be a key goal of any future site planning efforts and should focus on the most achievable objectives for the individual site. Careful site analysis would be used to identify significant riparian vegetation, habitat features, and drainages. Development plans should be responsive to those factors and focus

The Old Mill District in Bend was a former mill site along the banks of the Deschutes River that was converted to a mixed-use development with park land, recreational facilities, and paths. Portions of the old mill building were retained for historic context and educational purposes.

on preserving and enhancing these existing natural features where they exist, while integrating additional habitat features such as native plantings, pollinator gardens, and waterways into the developed portions of the site.

Goal 5.2: Downtown Connectivity

Improve and Clarify Bicycle and Pedestrian Connectivity and Access to the River from the Eugene and Springfield Downtowns.

Recommended Actions and Strategies:

- From downtown Eugene, High Street and Eighth Avenue have been identified as primary bicycle and pedestrian connections to the river. These routes should be upgraded to maximize safety and clarity of route. Options for emphasizing these routes could include signage, markers, or a series of water features, art pieces, special paving, or pocket parks that could guide visitors to the river.
- From downtown Springfield, North A Street has been identified as the primary bicycle and pedestrian corridor leading to Island Park and the Willamette River. In addition, South 2nd Street and South 5th Street have been identified as key north-south connector from the downtown to the Booth Kelly District and the Springfield Mill Race. These routes should be upgraded for enhanced bicycle and pedestrian movement and celebrated through incorporation of art, street tree plantings, pocket parks, and signage that will lead residents and visitor to the nearby river and mill race and the associated paths and trails.
- A new bicycle and pedestrian bridge (or series of bridges), should be considered to provide improved connectivity from Glenwood to Island Park, downtown Springfield, and the proposed Springfield Mill Race path.
- The feasibility of a new bicycle and pedestrian bridge over the Willamette River between downtown Eugene to west Alton Baker Park should be assessed during the upcoming City of Eugene Bicycle and Pedestrian Plan update process (2010). A bridge would improve connectivity from downtown Eugene to the parks, trails, and facilities on the north side of the river such as Autzen Stadium, the Science Factory, and the Cuthbert Amphitheater, but would need to be carefully weighed against other factors such as potential impacts to visual quality and habitat.

The distribution of open space must respond to natural process...the problem lies not in absolute area but in distribution. We seek a concept that can provide an interfusion of open space and population.

– Ian McHarg, *Design with Nature*, 1969

Vision Element Six: History, Education, and Sense of Place

The Willamette River has played an important role in the lives of countless generations of people dating back perhaps as long as 10,000 years ago, when the first Native Americans are thought to have migrated into the valley. Early Euro-Americans were drawn to this area and later founded Eugene and Springfield because of the proximity to the river. Interpretation of this long human history and the natural environment of the river will be an important element of the Willamette River open space system, and the river will continue to provide a highly valuable educational resource. The preservation of historic homes, farmland, industrial remnants such as the Springfield Mill Race, and abandoned ferry crossings will help maintain a tangible connection with the past. Interpretive signage and historical markers will tell the story of the natural and human history of the area. Additional educational facilities such as the Briggs Interpretive Center in Dorris Ranch Living History Farm will be sited along the river corridor to take advantage of the natural setting and path access.



Goal 6.1: The River as an Educational Resource

Utilize the natural and cultural resources of the Willamette River open space system as an educational resource:

Recommended Actions and Strategies:

- Develop a comprehensive interpretive plan, which directs the installation of interpretive signage, artwork, and interventions at key points along the river system. Topics could include geology, cultural and industrial history, plants, wildlife, and ongoing management efforts.
- Preserve and restore native landscapes to retain sense of place and provide educational opportunities (See Goals 1.1 through 1.4).
- Preserve agricultural lands in close proximity to the urban area to provide educational opportunities (See Goal 7.1).
- Develop educational opportunities that help instill a better understanding of the entire watershed from headwaters to the confluence with the Columbia River.



Courtesy Springfield Museum

Goal 6.2: Educational Support Facilities

Support local efforts to add educational support facilities along the Willamette River corridor.

Recommended Actions and Strategies:

- Work with area educational organizations such as local school districts, City of Eugene Outdoor Program, Willamalane Park & Recreation District, the Science Factory, Nearby Nature, University of Oregon, Rachel Carson High School Program at Churchill High School, and Lane Community College to utilize the Willamette River open space system as an educational resource and to work cooperatively on developing related support facilities such as interpretive centers, interpretive signage, outdoor classrooms, and curriculum.

This 1914 photo shows Deadman Ferry on the lower McKenzie River.



Coryell Pass, located above the west side of the Willamette River near Glenwood, was a favorite camping place of the early pioneers to the Willamette Valley.

- Support the Willamalane Park and Recreation District's effort to construct the proposed Briggs Interpretive Center at the Dorris Ranch Living History Farm, which will serve as a regional resource for environmental and agricultural education.
- Support the City of Eugene efforts to expand the existing River House facility to improve function and add multi-purpose meeting space or classrooms.

Goal 6.3: Historical Resources

Identify and preserve unique historical resources within the river corridor.

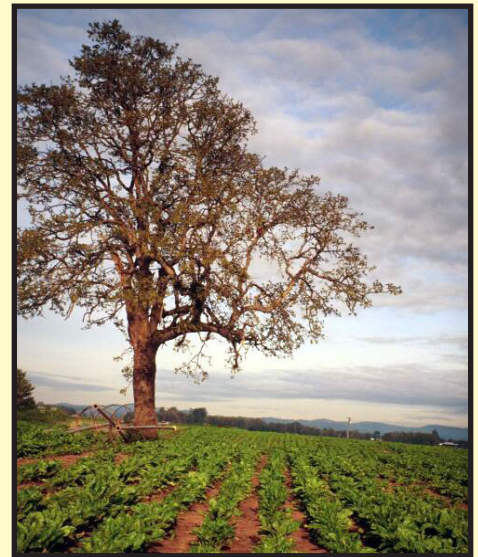
Recommended Actions and Strategies:

- Conduct a comprehensive inventory of historical resources located along the river corridor such as industrial remnants, former bridge or ferry crossings, landscape features, and historic homes.

- Develop a long-term strategy for preserving and maintaining these historic features for future generations and as an educational resource.

Vision Element Seven: The Working Landscape

The Willamette River has deposited rich layers of soil and aggregate in its floodplain over thousands of years, resulting in some of the most fertile farm land in the country and abundant sand and gravel deposits. Working farms will continue to be an important land use in this area, providing a local agricultural base and a cultural tie to the land. Area schools and families will benefit from being able to visit these working farms in close proximity to the city and learn valuable lessons about agriculture and the natural world. Sand and gravel operations will continue to provide the region with important aggregate resources, with long-term goals of reclaiming these lands for other uses once mining is complete. Reclamation of these areas will result in enhancements to in-stream and riparian habitat, improvements to visual quality, new recreational amenities for the community, and accommodation of future growth where appropriate.



Goal 7.1: Agricultural Lands

Work to preserve key agricultural lands along the Willamette River corridor for local food production, community gardens, and as a cultural resource for the community.

Recommended Actions and Strategies:

- Develop policies and incentives that encourage local food production, storage, processing, and distribution to meet increasing demand and to support local sustainability goals.
- Create a transition of urban food-producing landscapes to urban truck farms to large-scale agriculture that promotes tourism, recreation, food production, and education along this transition.

- Support a variety of working farm types that promote citizen contact with local farmers and food production and encourages preservation of agricultural lands within and in close proximity to the metro area These types include:

- Community Supported Agriculture (CSA) programs: Participants in CSAs pay farmers at the beginning of the season to receive a weekly box of fresh produce.
- U-Pick Farms. These farms offer the public experience of harvest and reduced expense.
- Direct Sales Farms (i.e., institutional producers, farmers market vendors): Direct Sales Farms are identifiable agents in the local community.
- Food Security Gardens (e.g., Food For Lane County's Grassroots Gardens): Learning centers such as Grassroots Gardens offer students of all ages the opportunity to help those in need while learning to garden and cook.

- Identify key farmland along the river corridors that contain productive soils and are in close proximity to the metro area and develop strategies and incentives that encourage owners to maintain agricultural use in these areas over the long-term for the benefit of the community (see Vision Map). This could include acquisition of conservation easements, transfer of development rights, establishing long-term leases by public agencies or land trusts, tax incentives, or creation of agricultural use districts.

- Increase the number of community garden plots available for use by area residents, taking advantage of the high quality soils found along the river corridors. Demand for garden plots is increasing, and certain areas such as Santa Clara



Farmland near River Road



Demand for community garden space is high.



and Springfield are currently underserved. Garden plots could be located on existing public land or on land leased from area farmers.

- Promote educational gleaning trips to local farms with gleaned produce going to local food banks. There currently is no identified Lane County gleaning group
- Work to provide safe bicycle routes to agricultural areas that allow for the option of non-motorized transportation of produce and for access to u-pick farms and designated community garden plots.



Most sand and gravel mining in our region occurs along river corridors where the resource exists and where the lands are zoned for this use. These areas have great potential to be reclaimed in the coming decades as mining operations are completed.

- Inventory the locations of unique or high value habitat on lands that are currently zoned for sand and gravel extraction and work cooperatively with the owners to develop creative approaches to retain those values over time. This could include financial incentives, purchase of conservation easements, and technical assistance.
- Consider the concept of transferring sand and gravel zoning designations away from frequently flooded areas that lie immediately adjacent to the river, to nearby locations in the region that are less ecologically valuable. This strategy would need to insure that the newly zoned lands would have comparable mineral resources and are accessible to logical transportation routes.

Goal 7.2: Ensure Stable Supplies of Aggregate Resources and Limit River Impacts

Work cooperatively with area sand and gravel operators to ensure that long-term supply needs of the region are met while developing approaches for limiting negative impacts to the river system.

Recommended Actions and Strategies:

- Encourage local governments and aggregate operators to work cooperatively to assess the current and projected aggregate resources in the region and develop a long-term strategy for ensuring adequate supplies to accommodate projected growth. The current sand and gravel zoning and assessment of supply are based largely on studies which were conducted in the 1960s and 1970s and would benefit from re-evaluation.



The Delta Ponds are a great local example of how aggregate mining areas can be reclaimed.

Goal 7.3: Reclaim, Restore, and Re-utilize Aggregate Mining Sites Following Completion of Mining Operations

Partner with area sand and gravel companies to work to reclaim, restore, and re-utilize sand and gravel resource areas following the completion of mining operations in the coming decades. Many of these areas have great potential for habitat enhancement and could provide tremendous public benefit in the future in terms of flood storage, water quality, scenic quality, recreational uses, paths, and re-utilization for appropriately sited urban uses.

Recommended Actions and Strategies:

- Work with the region's aggregate operators and stakeholders to develop phased reclamation plans for sand and gravel mining sites that are currently in active production. This phased approach would allow for reclamation activities to begin while extraction is still underway elsewhere on the site. With appropriate reclamation, former aggregate mining sites can become a valuable asset to a community. In Oregon, the eligibility of a parcel to be mined rests with the land use authority (e.g. Lane County), which establishes the secondary beneficial use to which the land must be reclaimed. The Oregon Department of Geology and Mineral Industries (DOGAMI) is responsible for monitoring mining activities and eventual reclamation.
- Support efforts to form partnerships between the Metropolitan Wastewater Management Commission and the sand and gravel operators near the McKenzie River and Willamette River confluence for utilization of suitable sites for post treatment cooling of effluent.

Vision Element Eight: Tourism

The paths, water trails, recreational facilities, outdoor music venues, and natural beauty of the Willamette River corridor will not only serve the local population, but will undoubtedly draw many visitors from beyond the region for day and overnight trips. Major events such as the Eugene Marathon, Olympic track and field trails, bicycle tours, Dorris Ranch Living History Festival, University of Oregon sporting events, and non-motorized boating tours will showcase the river corridor. The area will also serve Willamette River Water Trail travelers, who will use the Eugene and Springfield area as the starting point for longer trips down the river.



Goal 8.1: Showcase the Community

Utilize the Willamette River open space system and associated recreational facilities and paths to showcase our community and promote tourism.

Recommended Actions and Strategies:

- Continue to support improvements to parks, paths, trails, and facilities along the Willamette River to better enable our community to host major events such as the Eugene Marathon, Art and the Vineyard, Dorris Ranch Living History Festival, and the Olympic track and field trials.
- Work to create a critical mass of recreational amenities and facilities that will make the Willamette River open space system a draw for visitors from around the region and the country.
- Work to create a River Festival that showcases the parks and open space assets in our community or expand the popular Whiteaker Neighborhood River Festival that is sponsored by the City of Eugene Outdoor Program.



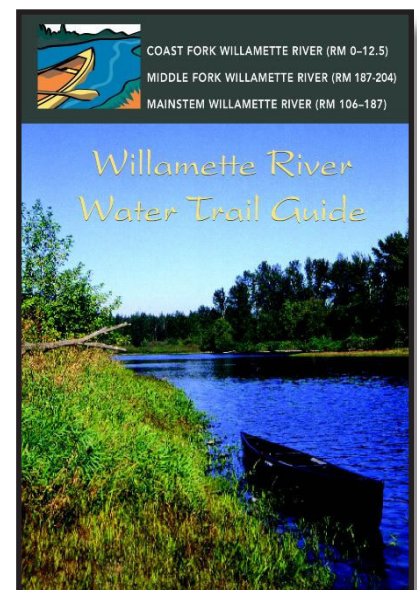
RiverPlay in Skinner Butte Park

Goal 8.2: Promote the Open Space System

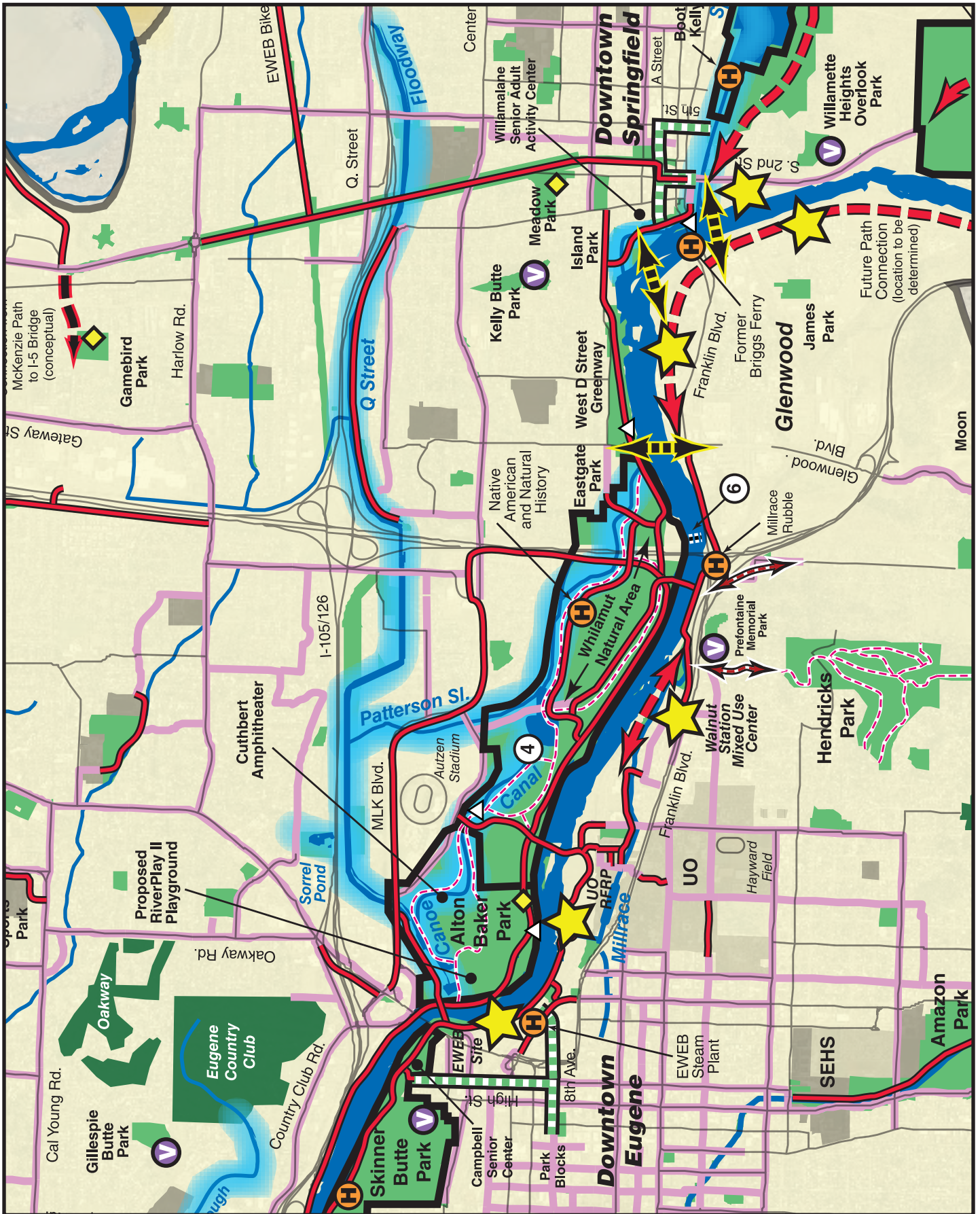
Promote the Willamette River open space system and the associated recreational facilities to residents and visitors.

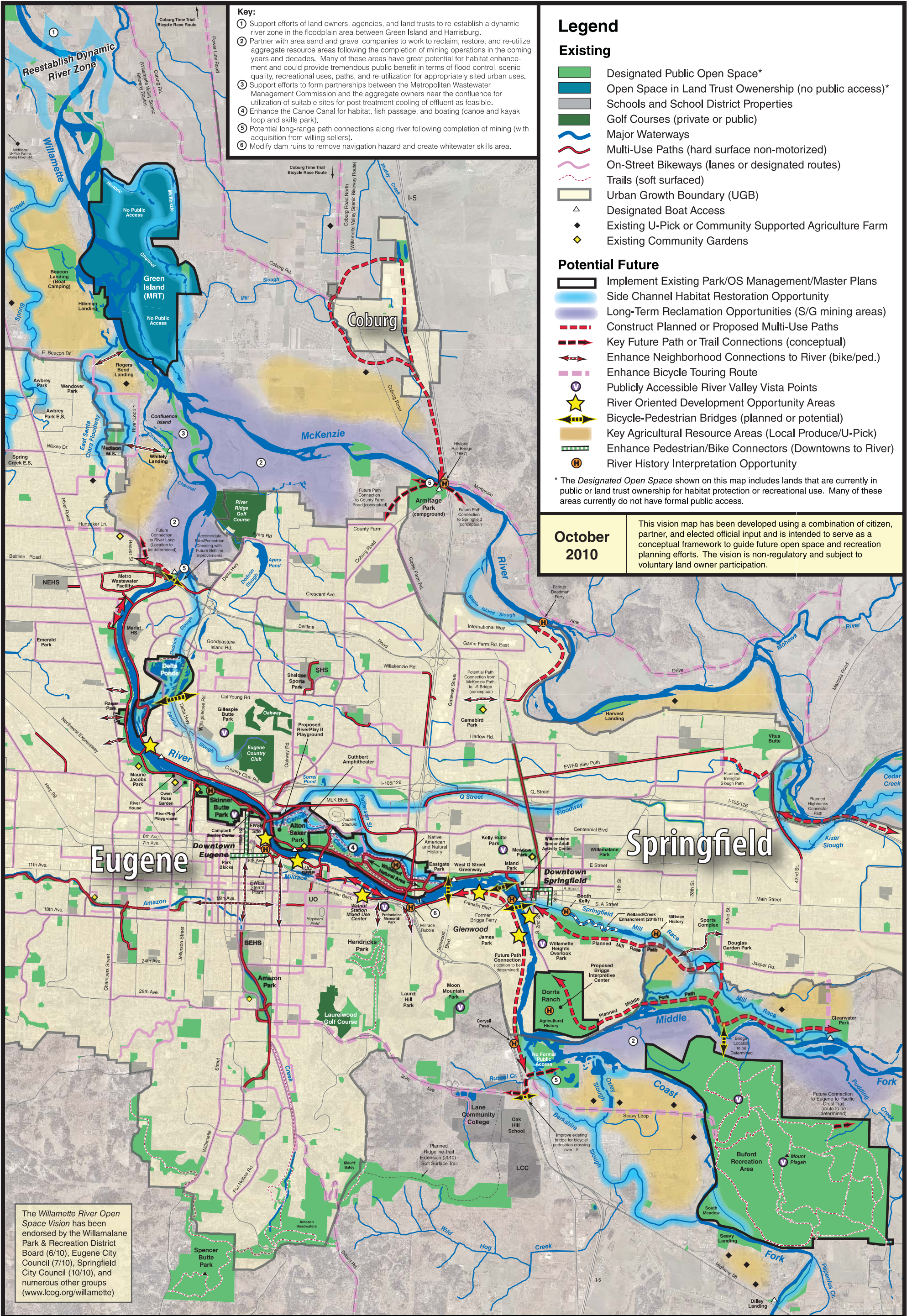
Recommended Actions and Strategies:

- Work with existing area tourism promoters such as the Eugene and Springfield Chambers of Commerce and Travel Lane County, to promote the recreational opportunities along the Willamette River.
- Support other regional efforts which promote the Willamette River open space system such as the Willamette Valley Birding Trail and the Willamette River Water Trail.
- Work with area partners to provide up-to-date resources such as maps, brochures, signage, and web based information that enable residents and visitors to discover and utilize the recreational facilities, bicycle touring routes, and parks located along the Willamette River.



Inset Map (see fold out map on facing page for context)





- Key:**
- 1 Support efforts of land owners, agencies, and land trusts to re-establish a dynamic river zone in the floodplain area between Green Island and Harrisburg.
 - 2 Partner with area sand and gravel companies to work to reclaim, restore, and re-utilize aggregate resource areas following the completion of mining operations in the coming years and decades. Many of these areas have great potential for habitat enhancement and could provide tremendous public benefit in terms of flood control, scenic quality, recreational uses, paths, and re-utilization for appropriately sited urban uses.
 - 3 Support efforts to form partnerships between the Metropolitan Wastewater Management Commission and the aggregate owners near the confluence for utilization of suitable sites for post treatment cooling of effluent as feasible.
 - 4 Enhance the Canoe Canal for habitat, fish passage, and boating (canoe and kayak loop and skills park).
 - 5 Potential long-range path connections along river following completion of mining (with acquisition from willing sellers).
 - 6 Modify dam ruins to remove navigation hazard and create whitewater skills area.

Legend

Existing

- Designated Public Open Space*
- Open Space in Land Trust Ownership (no public access)*
- Schools and School District Properties
- Golf Courses (private or public)
- Major Waterways
- Multi-Use Paths (hard surface non-motorized)
- On-Street Bikeways (lanes or designated routes)
- Trails (soft surfaced)
- Urban Growth Boundary (UGB)
- Designated Boat Access
- Existing U-Pick or Community Supported Agriculture Farm
- Existing Community Gardens

Potential Future

- Implement Existing Park/OS Management/Master Plans
- Side Channel Habitat Restoration Opportunity
- Long-Term Reclamation Opportunities (S/G mining areas)
- Construct Planned or Proposed Multi-Use Paths
- Key Future Path or Trail Connections (conceptual)
- Enhance Neighborhood Connections to River (bike/ped.)
- Enhance Bicycle Touring Route
- Publicly Accessible River Valley Vista Points
- River Oriented Development Opportunity Areas
- Bicycle-Pedestrian Bridges (planned or potential)
- Key Agricultural Resource Areas (Local Produce/U-Pick)
- Enhance Pedestrian/Bike Connectors (Downtowns to River)
- River History Interpretation Opportunity

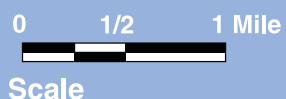
* The *Designated Open Space* shown on this map includes lands that are currently in public or land trust ownership for habitat protection or recreational use. Many of these areas currently do not have formal public access.

October 2010

This vision map has been developed using a combination of citizen, partner, and elected official input and is intended to serve as a conceptual framework to guide future open space and recreation planning efforts. The vision is non-regulatory and subject to voluntary land owner participation.

The Willamette River Open Space Vision has been endorsed by the Willamalane Park & Recreation District Board (6/10), Eugene City Council (7/10), Springfield City Council (10/10), and numerous other groups (www.lcog.org/willamette)

Willamette River Open Space Vision Map



Highlight of Potential Open Space Enhancements

The open space vision map described in this document is intended to demonstrate potential enhancements to the Willamette River open space system that could be achieved through partnership in the coming years and decades. If fully implemented, the following enhancements could be achieved:

- Reconnection and enhancement of up to 30 miles of valuable side channel habitat
- Acquisition of between one and two thousand additional acres of land for habitat protection, restoration, and to accommodate recreational facilities, paths, and trails.
- Enhancement of riparian vegetation and control invasive species along 28 miles of river corridor including the main stem of the Willamette River and the lower reaches of the McKenzie, Middle Fork Willamette, and Coast Fork Willamette Rivers on both private and public lands.
- Improvements to function and safety for recreational boating along approximately 25 miles of waterway.
- Construction of an additional 23 miles of multi-use paths.
- Construction of up to six new bicycle and pedestrian bridges.
- Upgrade to approximately 20 miles of on-road bicycle touring routes.
- Improved connectivity and access from downtowns and neighborhoods to the parks and open space system along the river corridors:
 - Improve bicycle and pedestrian connectivity and access to the river from downtown Eugene, downtown Springfield, and the neighborhoods in Glenwood, Santa Clara, River Road, Laurel Hill Valley.
 - Provide direct bicycle and pedestrian access from Coburg to Armitage Park and the network of paths in the Eugene-Springfield area.
 - Provide direct bicycle and pedestrian access from Springfield to the Buford Recreation Area.



The vision that has been painted through this effort will significantly enhance the natural function of this great river, while providing major quality of life benefits to the residents of our community.

Open Space Land Acquisition Priorities

Acquisition Objectives and Guidelines

The following objectives and guidelines have been developed to help provide guidance for future land acquisition along the Willamette River corridor in the coming years and decades. Acquisition priority will be based on availability of funding and partner priorities.

Objectives

1. Provide key connections between existing public open space sites, including bike/ped path connections.
2. Provide key connections between existing public open space sites and the Willamette and McKenzie rivers.
3. Provide compatible access to the Willamette and McKenzie rivers where none currently exists.
4. Provide conservation of regionally important habitat areas, especially those that support imperiled plant, fish or wildlife species.
5. Balance urban development land needs with recreational and habitat land needs.

Guidelines

1. Proximity: site is adjacent to another permanent open space.
2. Connectivity: site provides connectivity between two or more existing permanent open space areas.
3. Recreational value: site possesses high value for compatible recreational uses, especially water related uses (e.g., swimming, fishing) or habitat-related uses (e.g., bird watching, river viewing).
4. Habitat value: site possesses high habitat value or contains unique or imperiled habitat type(s) or species.
5. Willing seller: site owner is willing to sell.
6. Cost effectiveness: site provides high recreation and/or habitat values relative to its purchase price. For example, lands with high habitat value that lie outside the urban growth boundary.
7. Land use compatibility: use of site as habitat or open space does not significantly conflict with other planned land uses.

Land Acquisition Priority Areas

Listed below are some key areas that will be considered for future public or land trust acquisition over the coming years and decades to help support implementation of the Willamette River open space vision. The list is intended to provide a general understanding of the scale and geographic location of future acquisition. Additional acquisition priorities or opportunities may emerge in the future. Acquisition of these areas would likely involve multiple partners and funding sources and would rely on voluntary participation by property owners. Land donations or donations of easements would be sought in many cases. The numbers shown are for locational purposes and do not indicate priority.

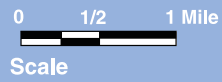
Location	Approx. Size	Purpose of Acquisition	Current Use
1. Coast Fork/Middle Fork confluence area	600-1,200 ac.	Riparian enhancement, multi-use paths, recreational facilities, side channel habitat	Primarily sand and gravel mining
2. McVay corridor (west side of the Willamette River in Glenwood)	20-30 ac.	Riparian enhancement and multi-use path	Riparian forest, industrial, and haul road
3. Glenwood waterfront	10-20 ac.	Riparian enhancement and multi-use path	Mixed industrial and commercial uses and undeveloped
4. Willamette River east side steep cliffs near South 2 nd Street (Springfield)	5-15 ac.	Oak savanna and riparian habitat	Steep undeveloped slopes between S. 2 nd Street and river
5. Santa Clara river connections	15-25 ac.	Park connectivity and trail access from Santa Clara area to the Willamette River, especially in the vicinity of the future Santa Clara Community Park (possibly also at Rogers Bend Landings)	Residential, agriculture and riparian forest
6. EWEB riverfront riparian zone	1.5-2.5 ac.	Habitat enhancement, multi-use path	River bank and path
7. East bank of Willamette south of RR Golf Course	75-125 ac.	Side channel/pond habitat, riparian protection, recreation, multi-use path	Sand and gravel mining
8. McKenzie/Willamette confluence area (east side of Willamette River and south of McKenzie River)	100-275 ac.	Riparian enhancement, multi-use paths, recreational facilities, side channel habitat	Sand and gravel mining (will likely remain active in this area for several decades)
9. McKenzie/Willamette confluence area (west side of Willamette River)	100-250 ac.	Riparian enhancement, multi-use paths, recreational facilities, side channel habitat, and possible cooling of treated wastewater effluent	Sand and gravel mining, riparian forest, and agriculture
10. McKenzie River west and south of Armitage Park	5-10 ac.	Riparian protection and possible multi-use path connection to County Farm Road	Riparian forest and agriculture
11. McKenzie River between Armitage Park and River Bend Hospital	50-100 ac.	Riparian protection and enhancement, side channel habitat, and possible multi-use path	Riparian forest and agriculture
12. Blue Water Ponds (Cedar Creek/McKenzie)	40-50 ac.	Side channel habitat, enhancement of former gravel pit, recreation	Open water and industrial
13. Lower Springfield Millrace and nearby river frontage	5-10 ac.	Side channel habitat, riparian restoration	Industrial storage and riparian
14. McKenzie River frontage near Maple Island and Kizer Sloughs	20-30 ac.	Side channel habitat, riparian enhancement, and multi-use paths	Riparian forest, side channels, wetland
15. Green Island area	40-80 ac.	Riparian restoration and side channel habitat (portion of historic McKenzie)	Riparian forest and gravel pit
16. Coburg Loop connector	5-10 ac.	Multi-use path between Coburg and Armitage Park	Former rail line and agriculture
Total:	1,092-2,233 ac.		

See map on next page for approximate locations of sites described above.

Land Acquisition Priorities

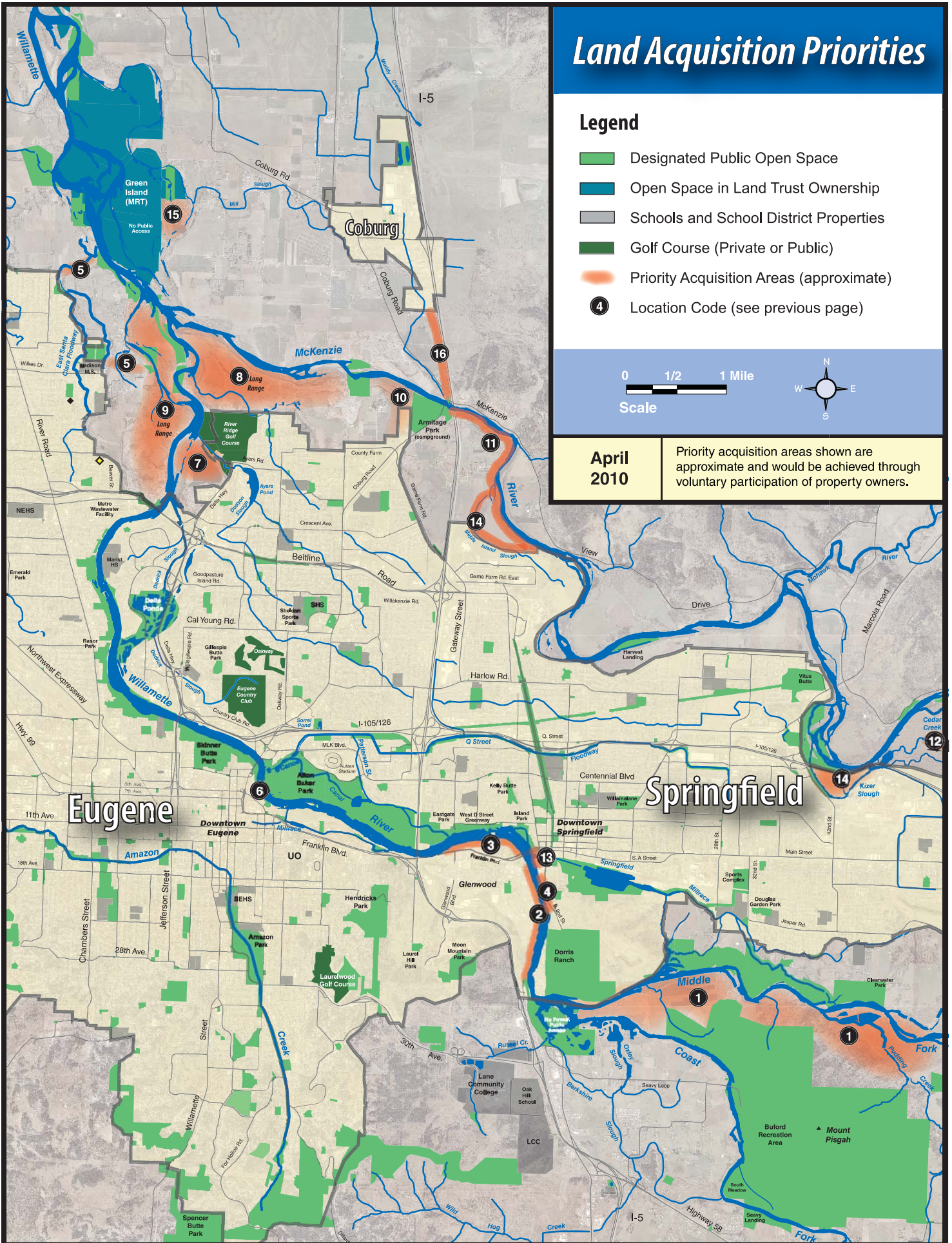
Legend

- Designated Public Open Space
- Open Space in Land Trust Ownership
- Schools and School District Properties
- Golf Course (Private or Public)
- Priority Acquisition Areas (approximate)
- 4 Location Code (see previous page)



April 2010

Priority acquisition areas shown are approximate and would be achieved through voluntary participation of property owners.



Appendix A

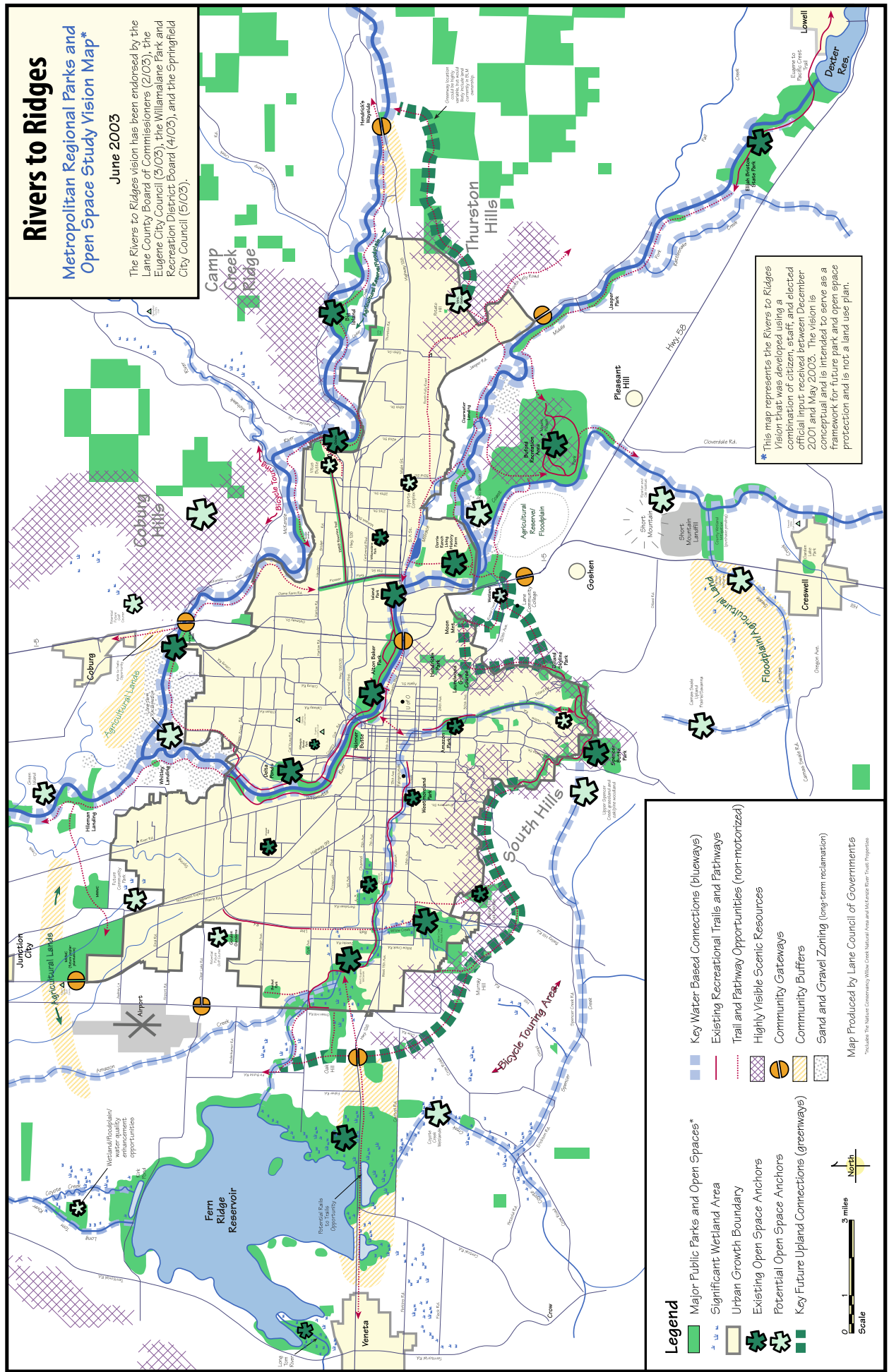
Rivers to Ridges

Rivers to Ridges

Metropolitan Regional Parks and Open Space Study Vision Map*

June 2003

The Rivers to Ridges vision has been endorsed by the Lane County Board of Commissioners (2/03), the Eugene City Council (5/03), the Willamalane Park and Recreation District Board (4/03), and the Springfield City Council (5/03).



*This map represents the Rivers to Ridges Vision that was developed using a combination of citizen, staff, and elected official input received between December 2001 and May 2003. The vision is conceptual and is intended to serve as a framework for future park and open space protection and is not a land use plan.

Legend

- Major Public Parks and Open Spaces*
- Significant Wetland Area
- Urban Growth Boundary
- Existing Open Space Anchors
- Potential Open Space Anchors
- Key Future Upland Connections (greenways)
- Key Water Based Connections (blueways)
- Existing Recreational Trails and Pathways
- Trail and Pathway Opportunities (non-motorized)
- Highly Visible Scenic Resources
- Community Gateways
- Community Buffers
- Sand and Gravel Zoning (long-term reclamation)

Map Produced by Lane Council of Governments
*Includes The Nature Conservancy, Willamette National Area and McKeandee River Trust Properties

Scale: 0 to 3 miles

North arrow