

# Oregon Daily Emerald

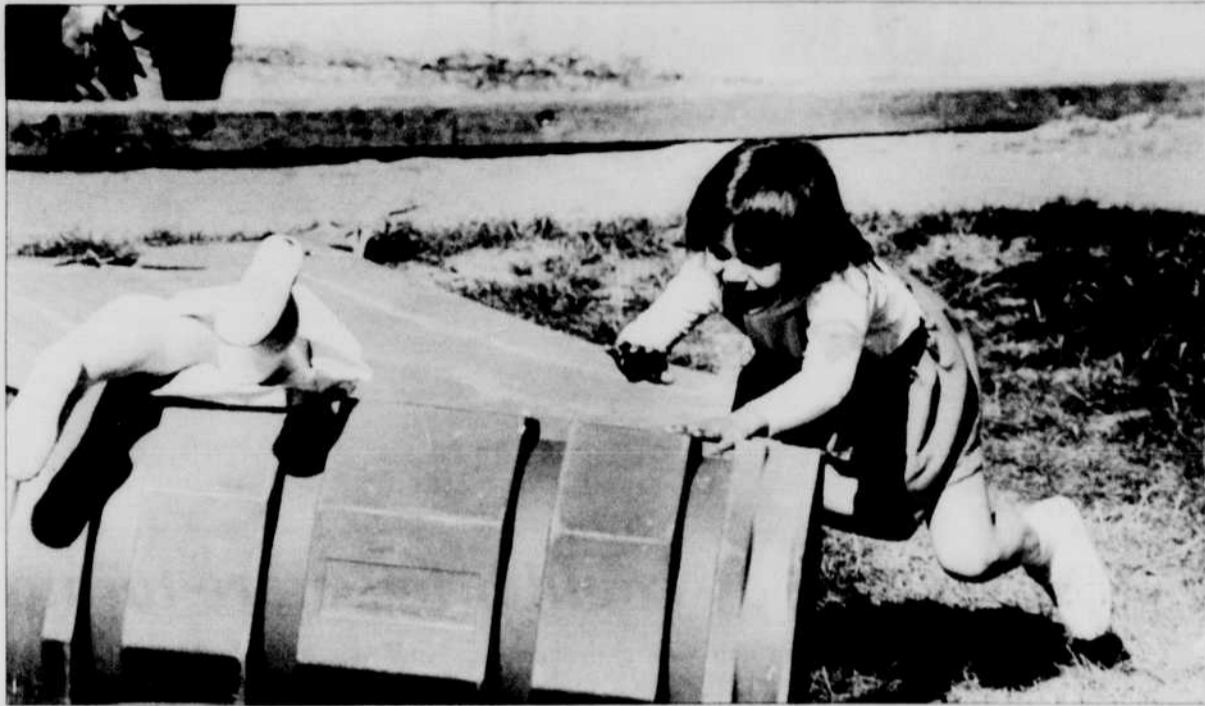
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## Barrel riders

*Kirin Buekea horses around with her playmate outside the EMU Child Care Center. The center provides child care assistance for students, faculty and staff.*

Photo by Eric Evans

## Auto congestion plagues campus

By Peter Cogswell  
Emerald Reporter

Plans to build a parking structure on the west end of campus have been postponed pending an agreement between the University and neighborhood residents.

"We have the intention of eventually building a parking structure," said Dan Williams, vice president for administration. "We just have many questions that still have to be answered."

University officials have proposed building the structure on the current site of the Alder Street Tennis courts where there already is space for around 100 cars.

"The problem is that we have to find a way to relocate what is currently on the location the proposed structure is supposed to go," Williams said.

The proposed structure is the third part of a three-part plan the University has for solving the parking problem, Williams said.

First the University raised the prices of parking permits for the University to \$130 a year for standard permits and \$450 a year for reserve permits.

"This made people think twice about whether or not they really had to drive to school," Williams said.

The increased rates also raised revenue that the University was able to use when working out a contract with Lane Transit District that subsidizes travel for all University faculty and students on the city's buses.

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## Rust says millrace needs cleaning

### Emerald Canal issue needing immediate attention

By Hon Walker  
Emerald Associate Editor

Restoration and beautification of the Eugene millrace should be a chief issue of focus during construction of the Riverfront Research Park, said Lane County Commissioner Jerry Rust during a meeting of the park commission Wednesday.

A cleaner millrace also could be the first step toward construction of the long-envisioned Emerald Canal project. "Water is going to be the issue of the 90s," Rust said.

"This is not a new idea. The idea of getting the millrace cleaned up came out of the 60s," he said.

With construction of the Riverfront Research Park site scheduled to begin this spring, improving the millrace and building the Emerald Canal are issues that need attention now, he said.

"We shelved (millrace revitalization and canal plans) in 1982 when the economy was bad and nobody wanted to talk about new projects," Rust said. "I think the time has come."

Rust said the millrace can be improved by increasing the amount of water flowing through it.

"The millrace is one of Eugene's most polluted, sluggish bodies of water," he said.

The waterway has a narrow intake near Judkins Point along the Willamette River, and when Franklin Boulevard was paved during the 1950s, the outflow area was constricted as well.

Rust said the pollution will not clear until the narrow intake and outflow are corrected.

Currently, the water in the millrace is stagnant and murky because it flows at a maximum rate of about 20 cubic feet per second, according to a 1987 study.

Part of the research park's master plan calls for enhancement of the outflow area. This would allow a greater volume of water to flow through the millrace, flushing out much of the existing pollution.

The Emerald Canal plan, Rust said, would divert 200 cubic feet per second from the Willamette River through the millrace. The millrace would be connected to the Amazon Channel via an 11-block route through downtown and past

the fairgrounds.

Water levels of the Fern Ridge Reservoir and the Long Tom River also would be enhanced, completing a circuit back to the Willamette River.

A 1982 study estimated the canal would cost \$22 million to construct.

The U.S. Army Corps of Engineers is conducting a river basin study to determine how the canal would help with local flood control, another benefit of the proposal, Rust said.

Runoff from a flood in South Eugene or downtown could be diverted with such a canal, he said.

"Half of the water in the flood would go down the Amazon, and half of the water would reverse the flow on the lower millrace and push out underneath the Ferry Street Bridge and go into the Willamette," Rust said.

The millrace runs through the future site of the research park, roughly paralleling Franklin Blvd., then it passes through the residential area along Hilyard and Patterson streets.

Negotiations on research park development are proceeding, but the Riverfront Research Park Commission is awaiting a decision from Salem's Land Use Board of Appeals (LUBA), which could slow progress on the project.

LUBA was scheduled to issue a decision Sept. 26 regarding an appeal filed by the Coalition for Fair Allocation of City Taxes but postponed doing so until next week.

"It could have a huge impact on our efforts," said R.A. Gus Keller, chairman of the Riverfront Research Park Commission.

The research park project is a joint effort of the University, the city of Eugene, the state of Oregon, and a private capital group, the Utah-based Institutional Development Associates.

The Riverfront Research Park Commission named IDA as developer of the park in June. The commission's previous choice, Carley Capital Group, Inc. of Washington, D.C., withdrew last November.



Photo by Bill Haines

*Lane County Commissioner Jerry Rust believes cleaning the millrace should be undertaken during construction of the research park.*