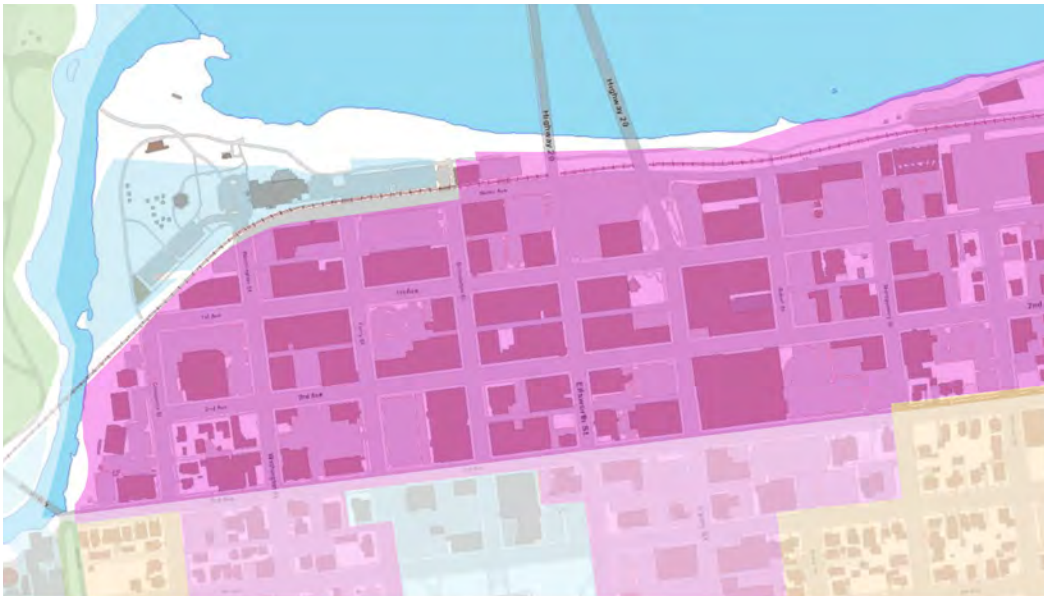

Linking Nature and History

Winter 2017 • Landscape Architecture 513

Landon Goldberg • Architecture

Robert Ribe • Professor • Landscape Architecture

Kevin Finney • Instructor • Landscape Architecture

SCYP
Sustainable City Year Program

UNIVERSITY OF OREGON

SCI

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Nico Larco, SCI Co-Director, and Associate Professor of Architecture

Kevin Finney, Instructor, Landscape Architecture

University of Oregon Landscape Architecture Department

A special thanks to:

Katryn Cavanaugh, Architecture Non-Degree

About SCI

The Sustainable Cities Initiative (SCI) is a cross-disciplinary organization at the University of Oregon that promotes education, service, public outreach, and research on the design and development of sustainable cities. We are redefining higher education for the public good and catalyzing community change toward sustainability. Our work addresses sustainability at multiple scales and emerges from the conviction that creating the sustainable city cannot happen within any single discipline. SCI is grounded in cross-disciplinary engagement as the key strategy for improving community sustainability. Our work connects student energy, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a year-long partnership between SCI and one city in Oregon, in which students and faculty in courses from across the university collaborate with the partner city on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner city through a variety of studio projects and service-learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations resulting in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

SCI Directors and Staff

Marc Schlossberg, SCI Co-Director, and Associate Professor of Planning, Public Policy, and Management, University of Oregon

Nico Larco, SCI Co-Director, and Associate Professor of Architecture, University of Oregon

Megan Banks, SCYP Manager, University of Oregon

About Albany, Oregon

The city now known as Albany has an established history as a central hub in the Willamette valley. Founded in 1848 and incorporated in 1864 the city has served as the Linn County seat since 1851. Albany's unique place in Oregon's history is exemplified in its dedication to historical preservation. Albany is often noted to have the most varied collection of historic buildings in Oregon. Its "four historic districts are listed in the National Register of Historic Places by the United States Department of the Interior." This downtown core has served as the center of revitalization efforts since 2001.

Located on the Willamette and Calapooia rivers Albany spans both Linn and Benton counties. With a population of 51,720 people, Albany is Oregon's 11th largest city and the second largest city in Benton County. Albany is administered under a home rule charter, adopted in 1957 establishing a Council and City Manager model. The city's vision, to be a "vital and diverse community that promotes a high quality of life, great neighborhoods, balanced economic growth and quality public services," is exemplified by its administration and government. Albany has a very active civic community with nearly 100 citizens serving on advisory commissions and committees dedicated to municipal issues.

Historically, Albany's economy has relied on natural resources. As the self-styled "rare metals capital of the world," Albany produces zirconium, hafnium and titanium. Major employment sectors include "wood products, food processing, and manufactured homes." Because of its short, dry temperate growing season Albany farmers excel in producing specialized crops like grass flower and vegetable seeds, "tree fruits, nursery stock, nuts, berries, mint and grains." Albany and the surrounding (Linn and Benton) counties are so agriculturally productive it is often called "The Grass Seed Capital of the World."

Albany's central location and mild climate has made it a popular destination for a variety of outdoor and leisure activities. Located in the heart of Oregon's most populous region with the Pacific coast to the west and the Cascade Range to its east, Albany is connected to the wider state by Interstate 5, Oregon Routes 99E and 34, and US Route 20. The city is also served by Amtrak, a municipal airport, and a local and regional bus network.

Course Participants

Landon Goldberg, Architecture Graduate

Katryn Cavanaugh, Architecture Non-Degree

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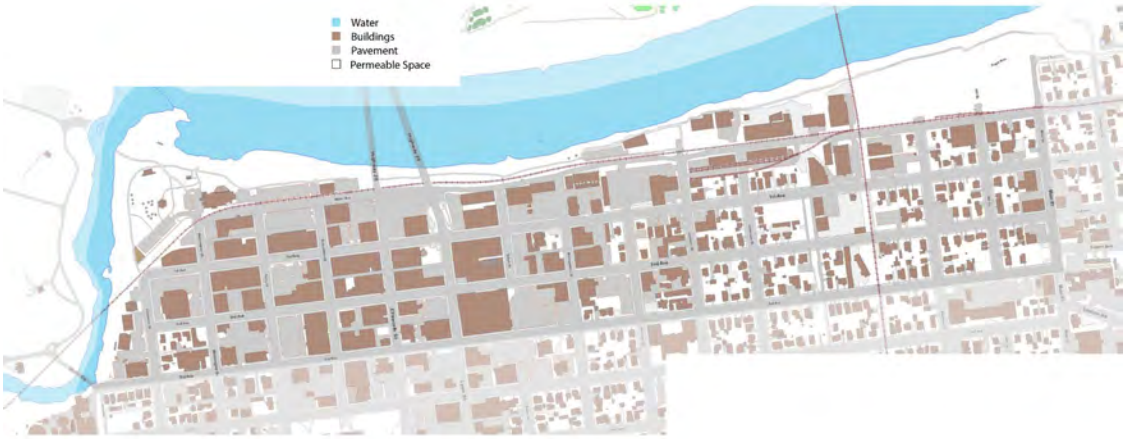
Executive Summary

Albany has a vibrant historic downtown and a beautiful waterfront park. However, the links between the two are not particularly frequent, inviting, or pedestrian-friendly. This proposal analyzes natural site conditions and the existing built environment to locate the optimal spots where such links could most productively be strengthened. Surface geology conditions, topography, existing railroad crossings, view corridors from public transit, and vehicle circulation factors converged to suggest several points of intervention.

This proposal recommends the addition of crosswalks, bus shelters, entrance markers such as arches and planter boxes, a new small park, and stormwater quality planters in order to make the connections between the downtown and the riverfront safer, more pleasant, more active, and more visible. Additionally, this proposal offers suggestions on the possible redevelopment of Water Street to enhance that transitional zone. Two possible zoning priorities are suggested: The street could become an extension of the park, providing a larger open space that can host more recreation opportunities and services, or alternatively, it could be a place for mixed-use development, which could draw people from the shops of historic downtown to enjoy coffee or dinner along the water, and will bring more residents to the area who can shop downtown and enjoy the river. Either proposal would make the crossings between the waterfront and the downtown more enjoyable and desirable.

Introduction

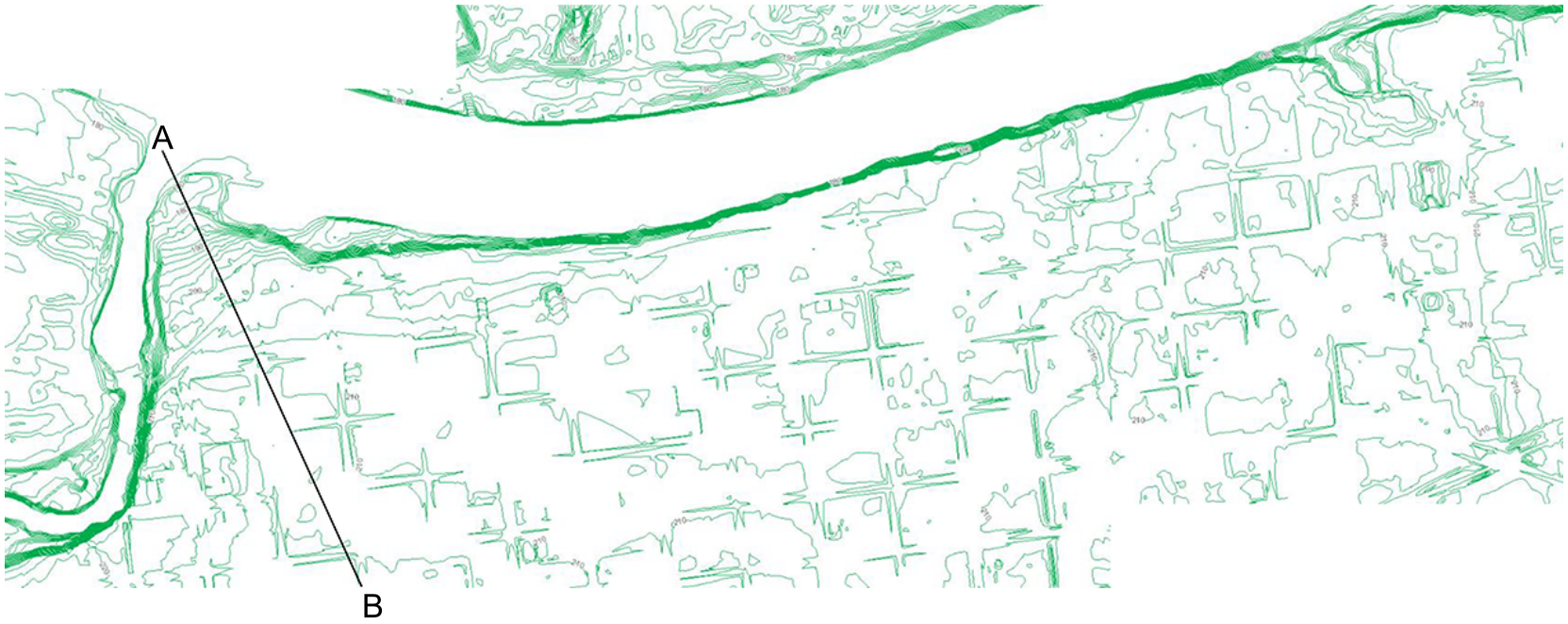
Base Map

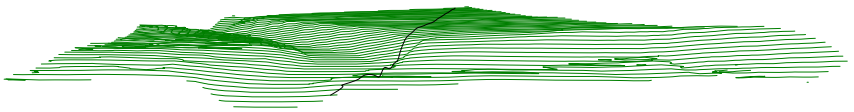


Albany has a vibrant historic downtown and a beautiful waterfront park and path. However, the links between the two are not particularly frequent, inviting, or pedestrian friendly. This proposal seeks to find the locations where these links could most productively be strengthened. The area under consideration for this proposal includes the center of Albany's historic downtown, the residential neighborhood immediately to its east, and the Dave Clark Waterfront Path.[1] First, the underlying natural elements of the site were assessed. Then the existing built environment was studied for patterns of use. Finally, the analyzed convergences of factors were highlighted with proposed infrastructure additions and zoning priorities.

Connecting Albany's Waterfront and Downtown Proposal

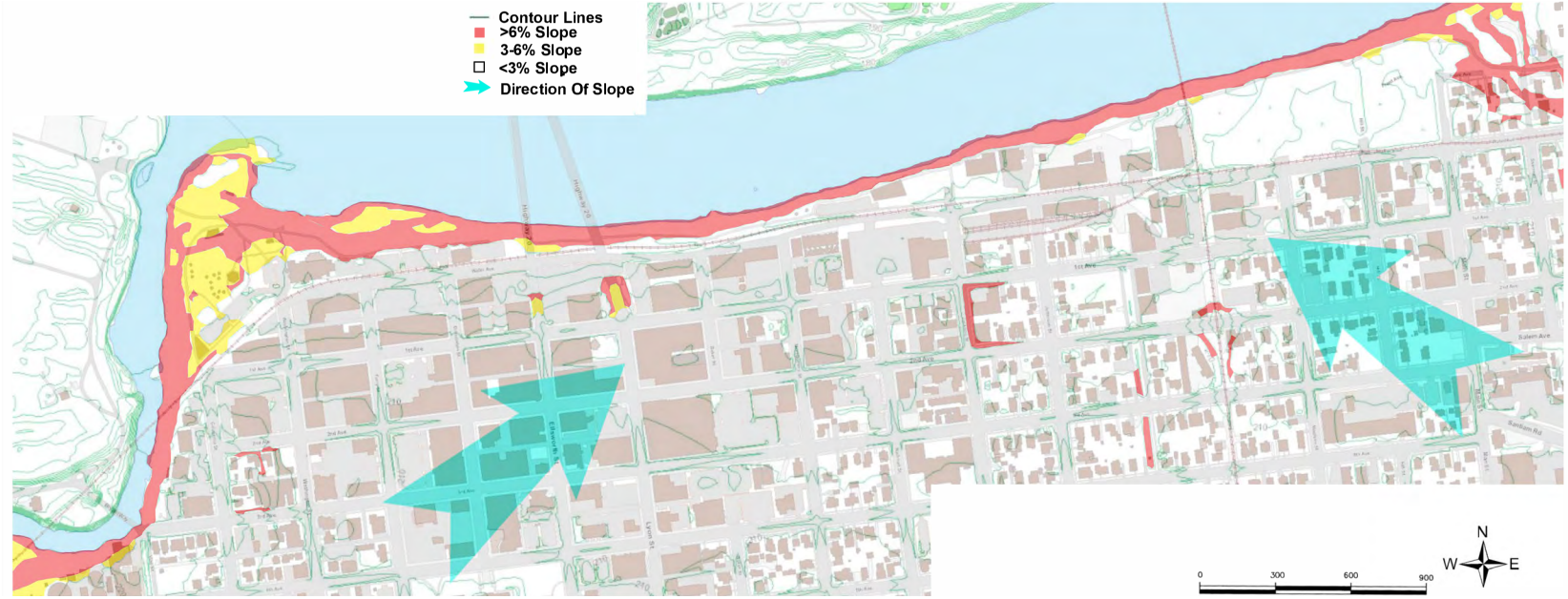
Slope Topography





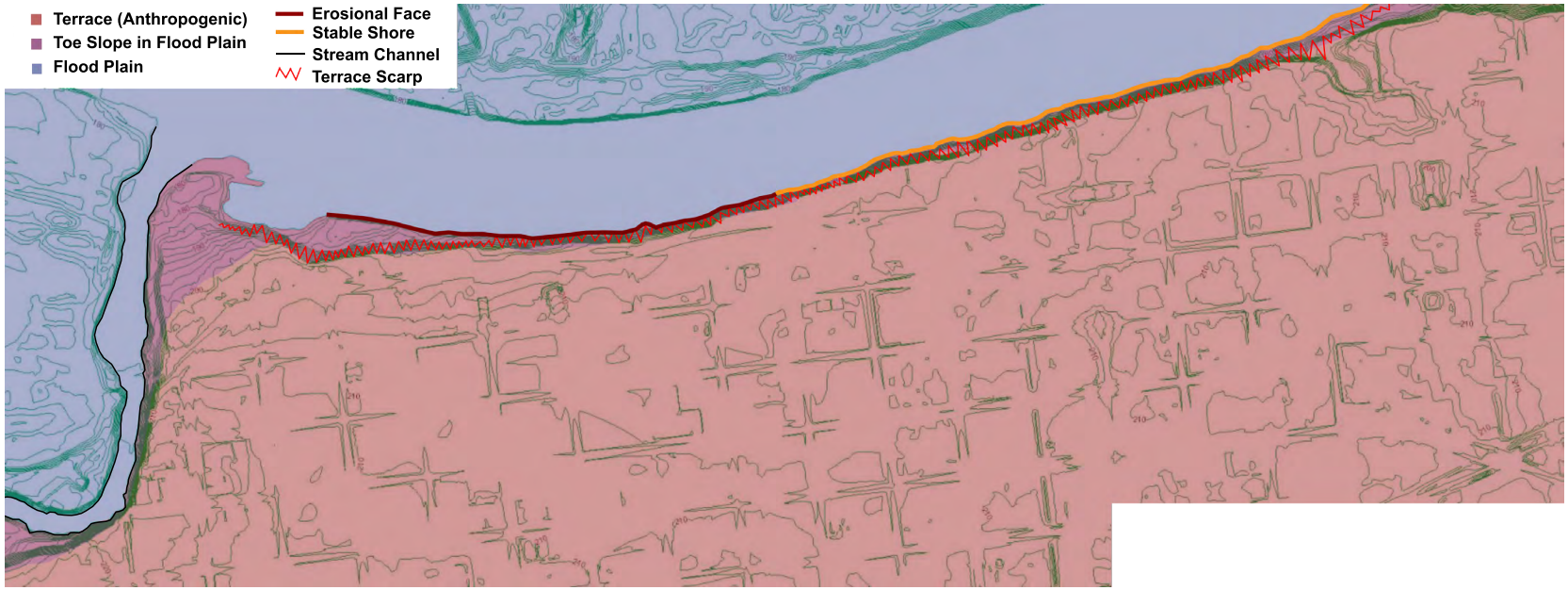
Slope Intensity

Downtown Albany is sited on a mostly flat terrace. The Willamette and the Calapooia Rivers create the north and western borders, respectively. The slopes along the riverbanks are steep, caused by high water erosion during flood season, especially along the Calapooia River. Vegetation along the banks partially reduces erosion. However, efforts could be made to reduce stormwater runoff from the paved surfaces and buildings downtown. This could be done by creating green streets and redeveloping some parking lots into parks.



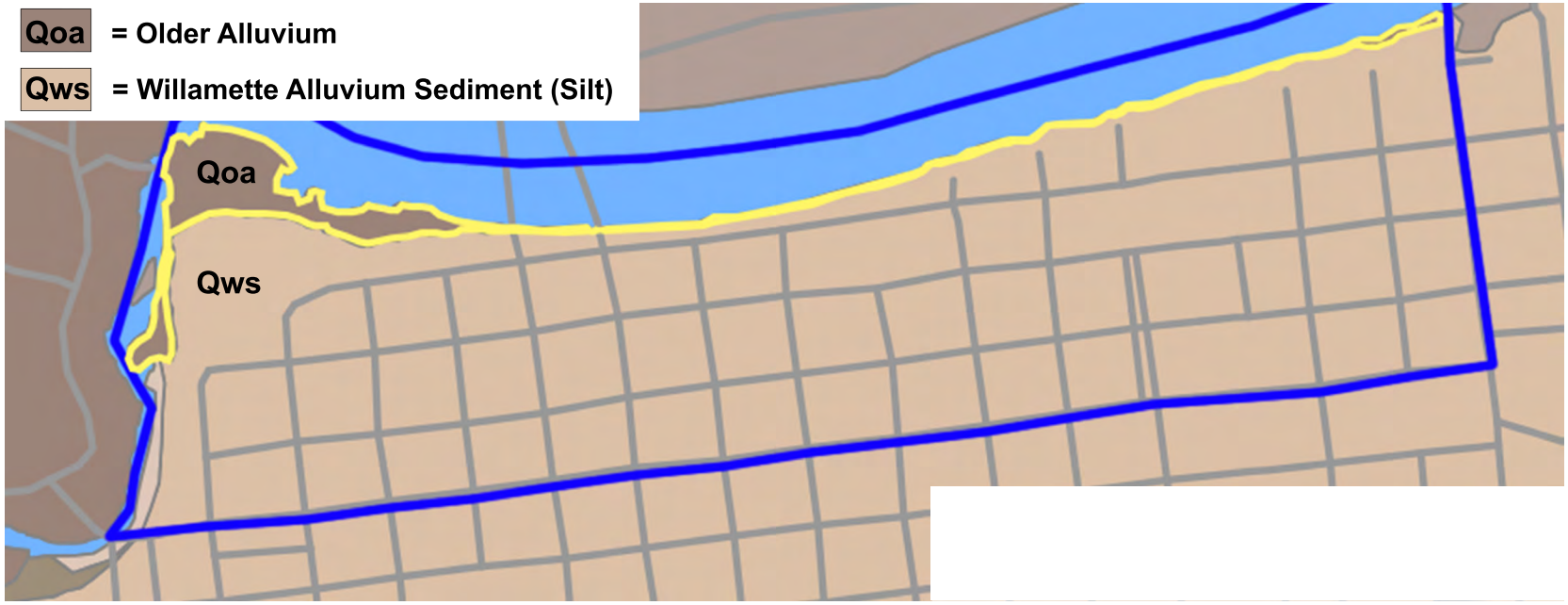
Geomorphology

The terrace scarp is too steep and unstable to be suitable for development. This is most prominent along the erosional face, where the river is actively removing soil and thus would undercut the foundations of any buildings placed there. The current use as a walking and cycling path is appropriate.



Surface Geology

The entire site has a surface geology composed of alluvium.[2] Alluvium is unstable, especially on slopes or in areas with a high water table, which reinforces the assessment that construction should be avoided near the terrace scarp. Alluvium can be a good foundation for buildings if flat, as on the terrace where the downtown is located. The soft homogenous material is easy to excavate, though there is a higher risk of earthquake damage compared with solid rock.



Soils

The soils in downtown Albany can all be considered urban land complexes. The top two layers of the soil have most likely been disturbed by development and are likely predominantly fill. However, the parent material in these sites is silty-clayey alluvium found on flat terraces, which constitutes stable ground for urban development. Zones 27 and 46 can be considered poorly drained soils due to their high water tables (<12" from the surface) caused by the thick layer of mostly clay soils in the B Horizon. This may cause flooding problems in basements of structures built in these areas. In the rest of the riverfront, the soil drainage is adequate, and it would be less costly to develop underground structures such as basements or parking structures.

Table 2: Soil Hydrology

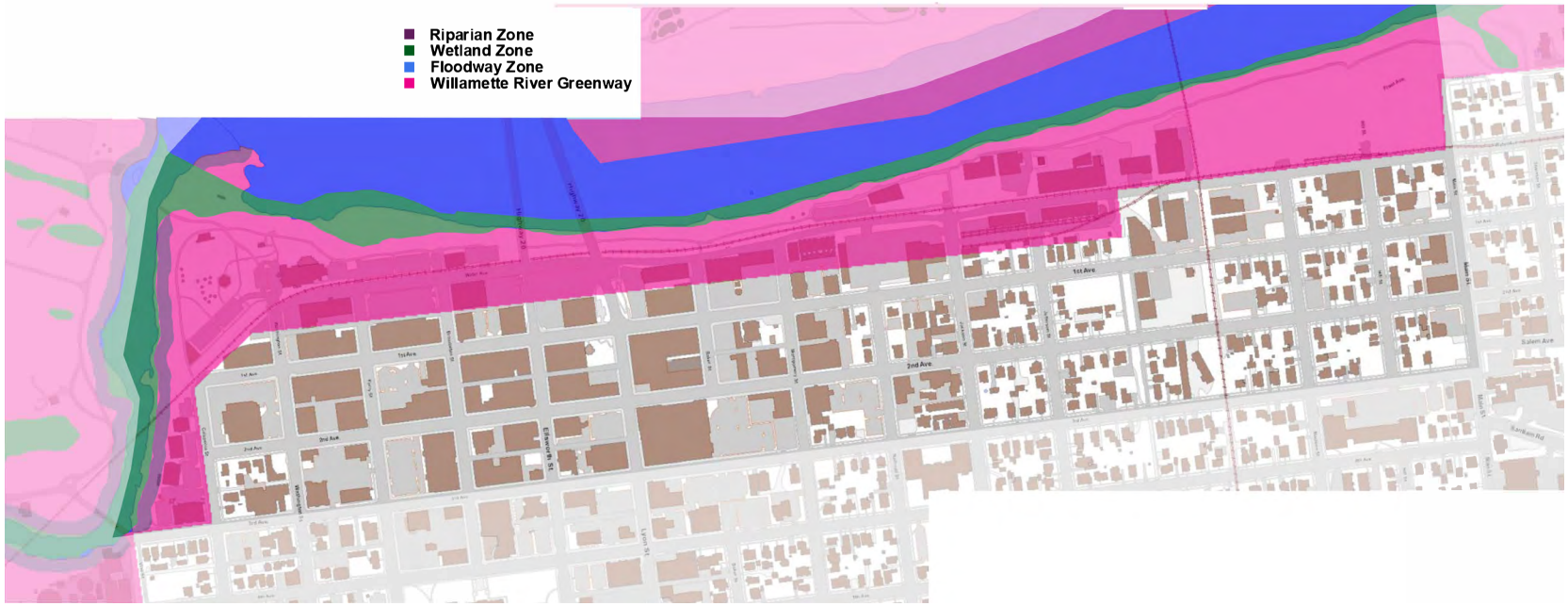
Soil Map Number	Soil Type	Drainage Class	Depth to Water Table	Available Water Capacity	Runoff	Permeability	Hazard of Erosion
27	Concord Silt Loam Urban Complex	Poorly Drained	0-6"	9-12"	Slow-Ponded	Slow	Slight, Moderate in winter storms
39	Fluvents-Fluvaquents Urban Complex, nearly level	Moderately Well Drained	24-72"	N/A	Slow	Moderate to rapid	High
46	Holcomb Silt Loam Urban Complex	Somewhat poorly drained	12-18"	6-9"	Slow	Very Slow	Slight
106A	Woodburn Silt Loam Urban Complex, 0-3 percent slopes	Moderately Well Drained	25-32"	11-13"	Slow	Moderately Slow to depth to 54", then slow	Slight
3	Amity Silt Loam Urban Complex	Somewhat Poorly Drained	6-18”	9-12”	Slow	Moderately slow	Slight
						Information found in Linn County 1987 Soil Survey	

Table 3: Soil Structure

Soil Map Number	Soil Type	A Horizon Texture	B Horizon Texture	C Horizon Texture	D Horizon texture	Primary Geomorph-ology	Secondary Geomorph-ology	Parent Material
27	Concord Silt Loam Urban Complex	0-20": silt loam	20-40": silty clay	40-72": silt loam	N/A	Terrace	Concave, Linear	Silty and clayey alluvium derived from mixed sources
39	Fluvents-Fluvaquents Urban Complex, nearly level	0-60": variable	N/A	N/A	N/A	Bars	linear	Recent medium and coarse textured alluvium
46	Holcomb Silt Loam Urban Complex	0-7": silt loam	7-27": silty clay loam	27-47": clay	47-60": silty clay loam	Terrace	Convex, linear	Silty and clayey alluvium derived from mixed sources
106A	Woodburn Silt Loam Urban Complex, 0-3 percent slopes	0-19": silt loam	19-54": silty clay loam	54-60": silty clay loam	N/A	Terrace	linear, convex	Silty alluvium derived from mixed sources
3	Amity Silt Loam Urban Complex	0-22": silt loam	22-35": silty clay loam	35-72": silt loam	N/A	Terrace	Concave Linear	Silty alluvium derived from mixed sources
							Information from NRCS Website: https://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/survey/	

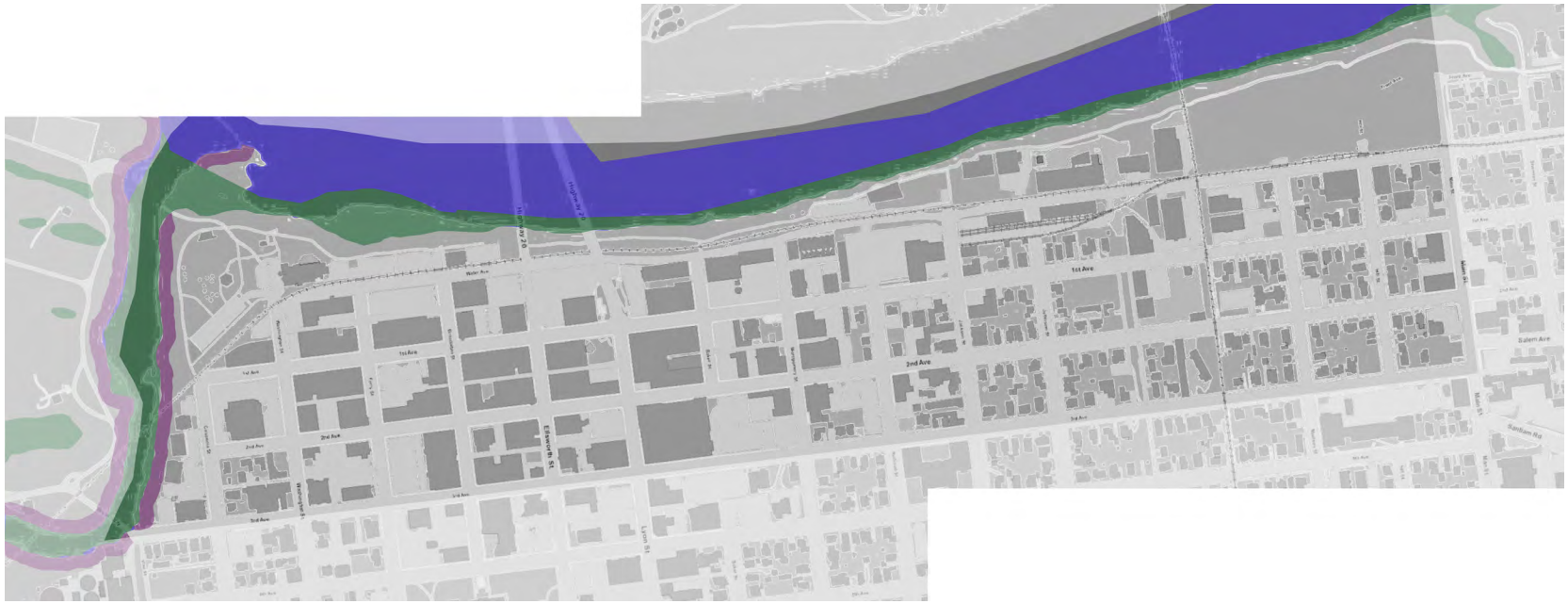
Hydrological Hazards

The Wetland zone follows the banks of both the Willamette and Calapooia Rivers. The banks in this zone are steeply incised and contain riparian vegetation such as cottonwood, willow, alder, and other shrubs and grasses. The floodway also falls between the banks of the two rivers because water is contained by the steep banks. Erosion due to seasonal floods is mitigated by the vegetation found on the river banks.



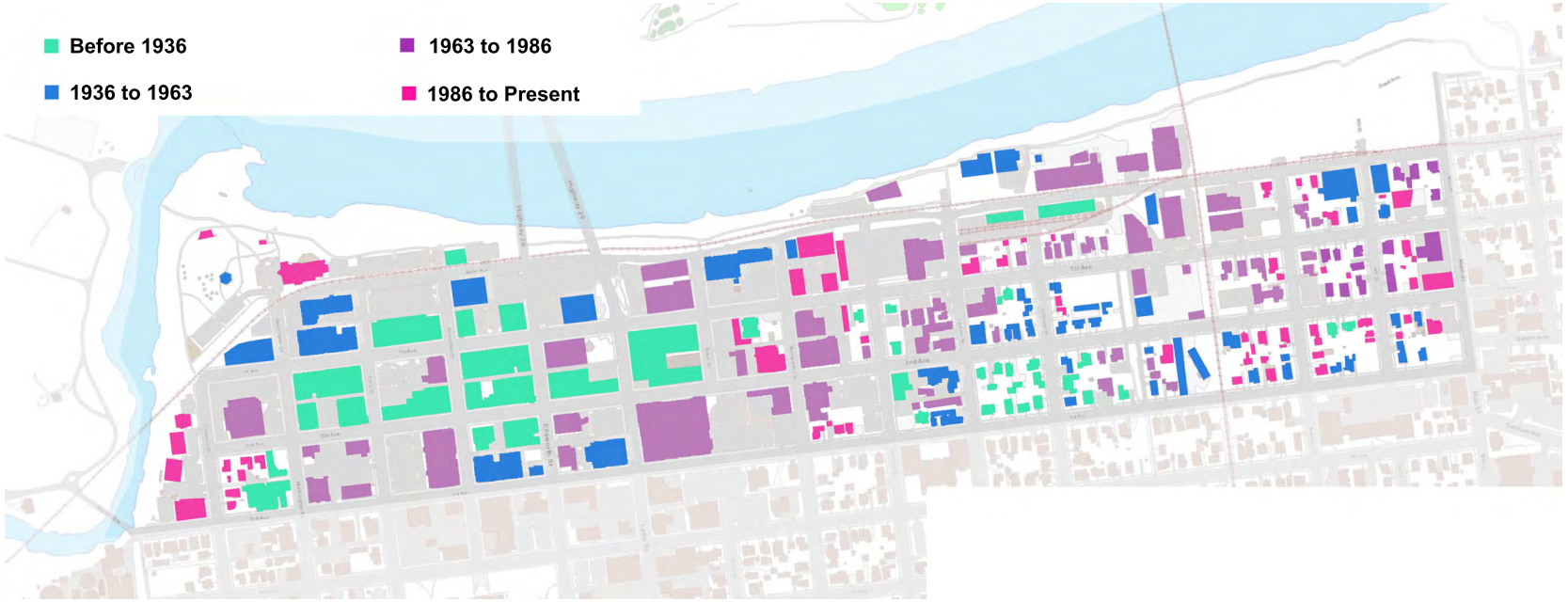
Conservation Areas

The Willamette River Greenway is a zone specified for the conservation of the natural aesthetic value of the riverfront. The zone extends into the half block between Water Avenue and 1st Avenue. There is little vegetation in the Willamette River Greenway past the wetlands zone. To improve the natural aesthetic and ecosystem services value of the greenway, Water Avenue should be developed with more vegetation.



Historic Buildings

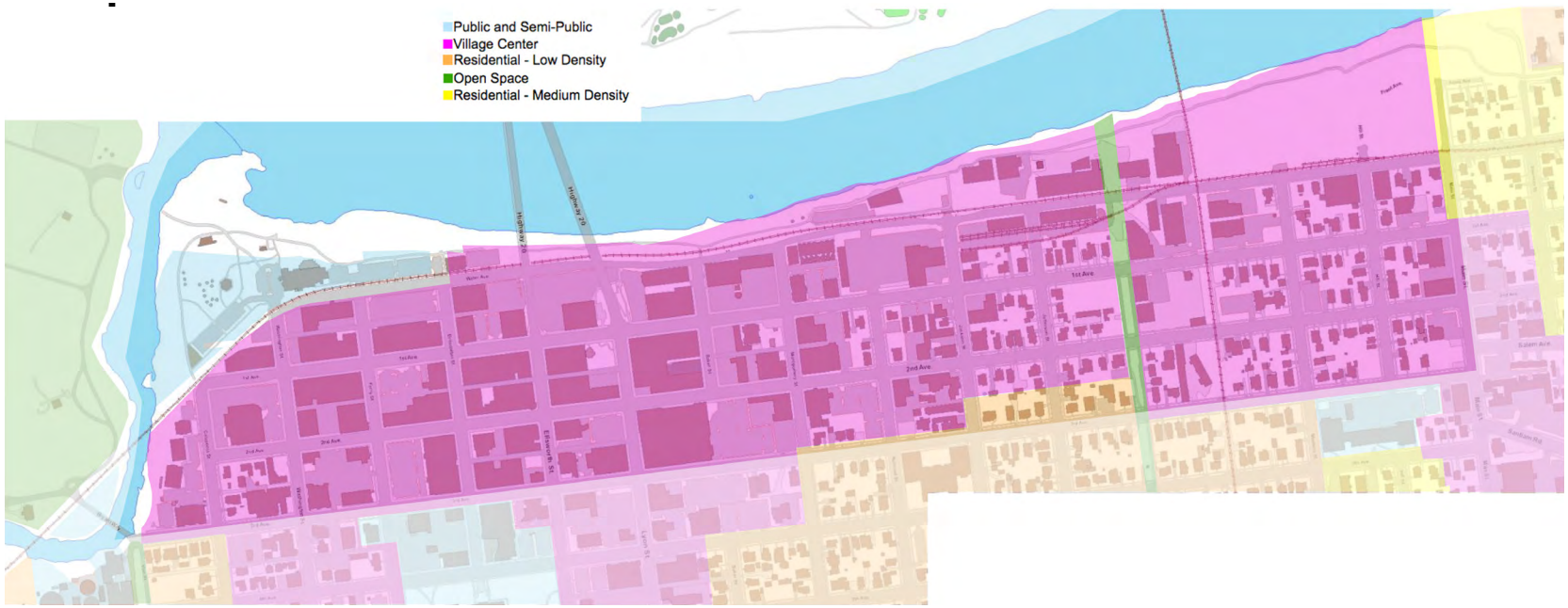
Air photography comparisons show the site to contain numerous historic buildings worth preserving. Scenic walkways should pass through First and Second Avenues since they have the highest concentration of notable structures. The areas with the most potential for new development without disturbing historic areas are sections of Third Avenue and areas east of Baker Street.



Comprehensive Plan

Downtown Albany is designated as Village Center zones in Albany's Comprehensive Plan. According to the plan, these sites should be mixed-use zones allowing for both retail and residential activity. They should also be easily accessible for pedestrians, cyclists, and motorists. These sites also overlap with a special interest zone, the Willamette River Greenway. The planning goal related to this special interest zone is to retain and enhance natural and historic qualities and to use the area for community events and tourism.

-



Zoning

The waterfront along Albany's downtown contains eight different zones. Development options for each zone except for the Open Space zones can be found in Table 1. Development regulations for Open Space zones are stricter than those for the residential and business districts. The city authorizes very little development within the Open Space zones. Single-family homes built on lots created before 1991 are exempt from Open Space zoning use limitation. The only other buildings permitted are Parks and Recreation facilities, accessory buildings, plant nurseries and greenhouses, and temporary on-site retail sales. Other low impact development is allowed, such as stormwater quality facilities, pedestrian and equestrian paths, and other transportation facilities.

Public Property

The City of Albany has prioritized purchasing land along the Willamette to preserve the wetlands and the Willamette River Greenway. Consequentially, most of the city-owned property in Downtown Albany follows the blocks closest to the Willamette River. Most of this public property is paved parking lots. If the city chooses to preserve and improve the aesthetics of the Willamette Greenway, the paved areas could be redeveloped. Removing the parking lots and adding buildings or green spaces would draw more people downtown, increasing the consumer base. Research shows that free parking contributes to auto dependence, urban sprawl, excessive energy use, and the drainage issues discussed next.[3] The downtown would be better served with increased public transit and bicycle infrastructure. If Albany development density increases, demand for parking can eventually be met with a parking garage.

Development Code Zoning

	RS-10	RM	HM	MS	WF	LE	HD
RESIDENTIAL SINGLE AND TWO-FAMILY							
Single Family and Two-Family Units							
Single Family Detached							
Single Family Attached (Zero lot line)							
2 Attached Units (Duplex)							
2 Detached Units							
Primary Residence with One Accessory Unit							
RESIDENTIAL MULTI-FAMILY							
Three or More Units							
3 or More Single Family Attached Units							
3 or More Multi Family Attached Units							
Manufactured Home Parks (See article 10)							
RESIDENTIAL: Care or Treatment							
Assisted Living							
Child or Adult Care Home							
Daycare Facility							
Residential Care or Treatment Facility (6 or more residents)							
Residential or Group Care Home (5 or fewer residents)							
RESIDENTIAL: Miscellaneous							
Accessory Buildings, Garages or Carports							
Bed & Breakfast							
Home Business							
Recreational Vehicle Parks							
Rooming or Boarding Houses							
Subdivision Sales Office							
Units Above or Attached to a Business							
Temporary Residence							
INSTITUTIONAL							
Basic Utilities							
Community Services							
Educational Institutions							
Hospitals							
Jails & Detention Facilities							
Parks, Open Areas and Cemeteries							
Religious Institutions							
COMMERCIAL							
Adult Entertainment							
Entertainment and Recreation Indoor							

Entertainment and Recreation Outdoor							
Offices							
Offices Traditional							
Offices Industrial							
Parking							
Taverns, Bars, Breweries, Nightclubs							
Restaurants No Drive Thru							
Restaurants with Drive Thru or Mostly Delivery							
Retail Sales and Service							
Self Serve Storage							
Vehicle Repair							
Vehicles Service, Quick(gas/oil/wash)							
INDUSTRIAL							
Contractors and Industrial Services							
Manufacturing and Production							
Small Scale Manufacturing (<5,000 sq ft)							
Small Scale Manufacturing (5,000-10,000 sq ft)							
Warehousing and Distribution							
Waste and Recycling							
Wholesale Sales							
OTHER CATEGORIES							
Agriculture - Crop Production(On vacant land)							
On Site Sales of Site Produced Seasonal Goods							
Plant Nurseries and Greenhouses							
Antennas - Amateaur Radio Service							
Communication Facilities							
Kennels							
Satellite Dish and Other Antennas							
Satellite Dish, Other Antennas, & Communications Facility <50 ft.							
Communications Facility >=50 Ft.							
Non-Res'l Accessory Buildings Larger Than 750 sq. ft.							
Passenger Terminals							
Rails and Utility Corridors							

Table 1.
Green - Allowed without review(may have some special requirements)
Red - Not Allowed
White - Use permitted conditionally depending on approval procedures
*OS is not represented here

Land Cover

A large portion of Downtown Albany is covered in non-permeable surfaces such as buildings and asphalt. These hard surfaces do not allow water to drain through them, so water collects along the surfaces. This makes the area more prone to flooding, increases erosion as the water all flows off at once at higher volume and velocity, and depletes the groundwater reservoir since less water can enter the ground. Further, runoff from streets and parking lots collects pollutants that are then carried to the river. These effects can be mitigated with stormwater quality planters, such as those already in place along Broadalbin Street between First and Second Avenues.

Stormwater System

The hydrology of the site is almost entirely anthropogenic, with hardscape draining into street inlets that funnel water to the river. The water from all hard surfaces flows into the system all at once, which means that stormwater pipes must be sized to carry rainwater away at least as fast as it falls in order to prevent the streets from flooding.

Street Trees

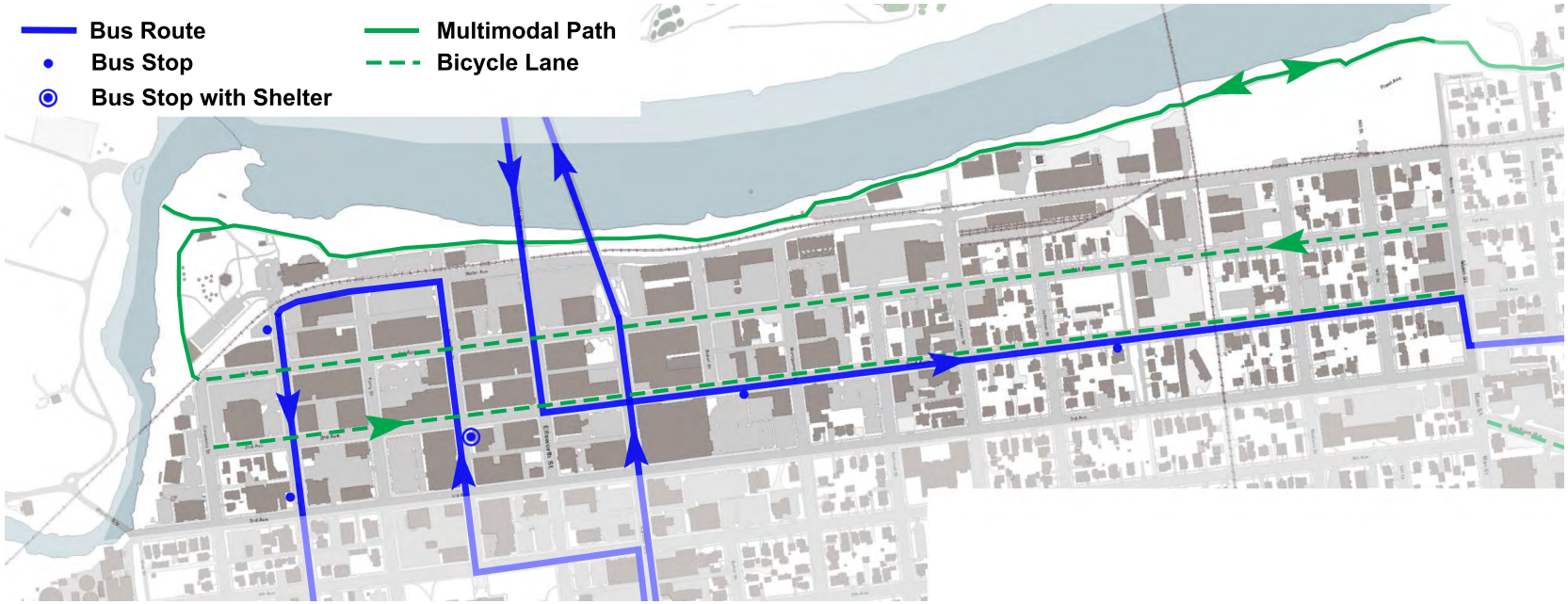
The downtown waterfront has a fair number of trees in the historic district, especially along the well-traveled roads. Also, the current street improvement plan will be increasing the number of street trees in the downtown area. However, these improvements still only affect the well-traveled streets. If the Willamette River Greenway is to be revitalized, Water Avenue needs to be redeveloped to include more vegetation. Currently, the southern half of the street shows only the backs of buildings. If the city chooses to add more vegetation on Water Avenue, a less industrial, more aesthetically pleasing path for pedestrians and motorists could be created. Trees also mitigate stormwater by absorbing 27% of rainfall before it hits the ground, improving air quality, and reducing the urban heat island effect by shading the asphalt.[4] Development plans for Water Avenue could increase pedestrian traffic from the waterfront to the Historic District, drawing consumers to those businesses.

Vehicle Traffic Circulation

Albany's downtown waterfront draws significant traffic. Lyon and SW Ellsworth Streets are main thoroughfares, connecting Hwy 20 and OR-99E, which then proceed to I-5. East of Ellsworth Street, First Avenue and Second Avenue are also busy because they also provide a direct route to I-5. The streets west of Ellsworth Street are also busy, probably due to the businesses located in the historic district. As motorists pass over the Willamette River into Downtown Albany, their first view is that of Water Avenue, followed by First and Second Avenues. To make a positive impression on motorists, Albany could focus their efforts on improving Water Avenue, drawing more shoppers into the historic district.

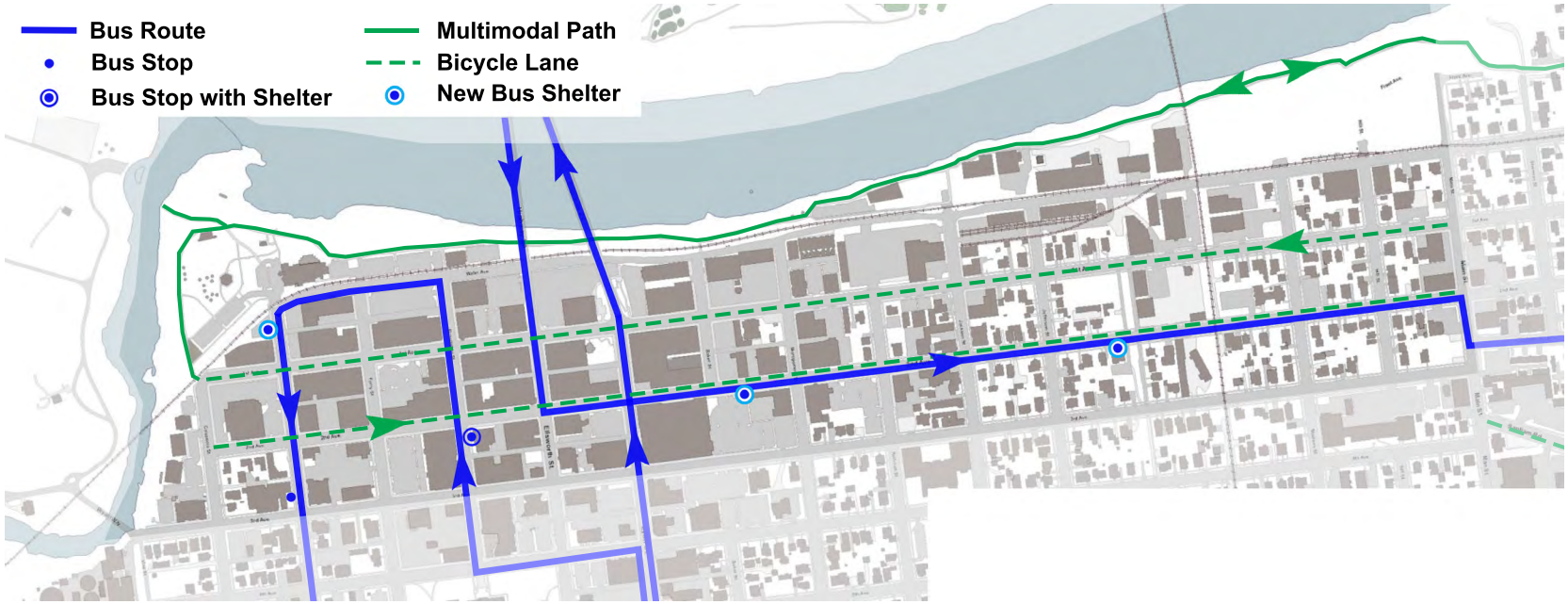
Bus and Bike Routes

Albany's downtown is served by its main bus line. There are sufficient stops to allow bus transit to be a viable method of transit to and within downtown. Bus stops are near view corridors to the river, which can help attract people to the downtown shops and to the waterfront. Bicycle accommodation is sufficient with the ample parking and multiple lanes. The bicycle lanes on First and Second Avenues are near heavy traffic, which deters many potential cyclists.[5] However, the multi-modal path along the river offers a protected ride for those who do not feel comfortable cycling near cars.



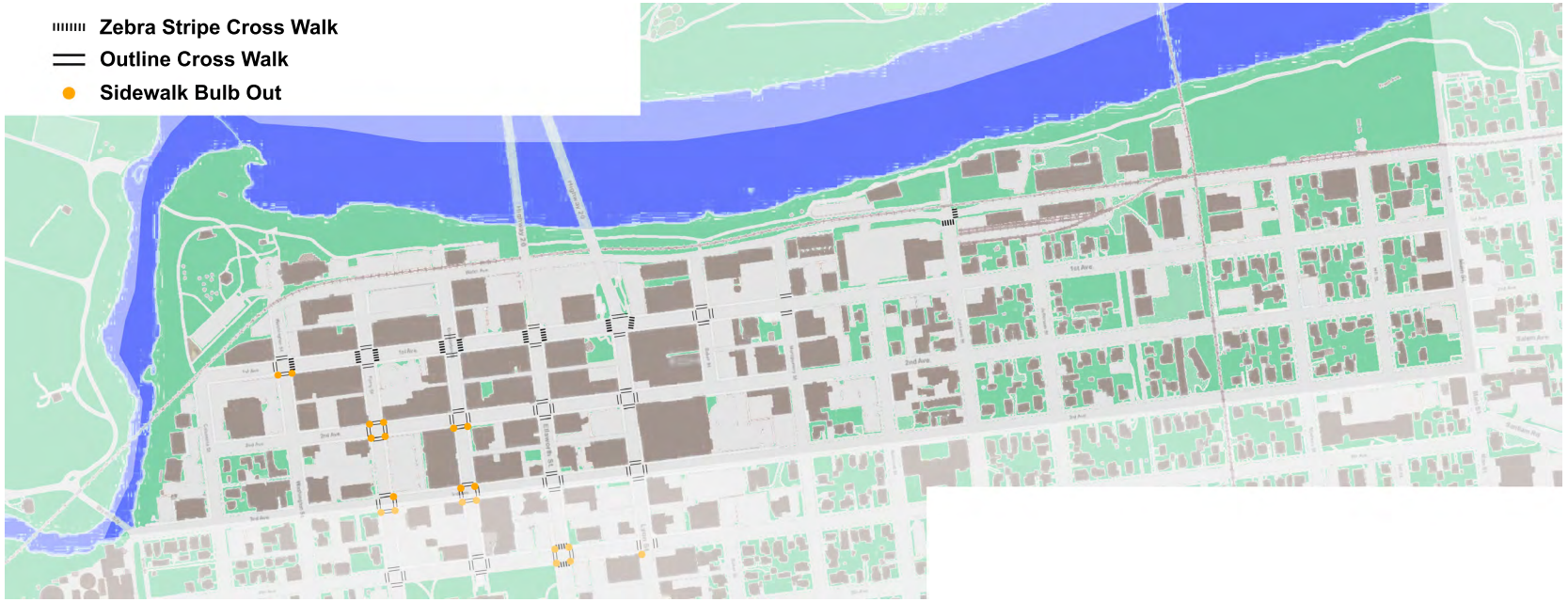
Proposed Bus Shelters

Bus traffic could be increased with more celebrated, prominent, and sheltered stops, such as the one on Broadalbin Street. If bus stops are visible at a distance, then people will be reminded that the service is available.[6] Promoting these alternate modes of transit can allow for downtown to have more attractions instead of parking lots.



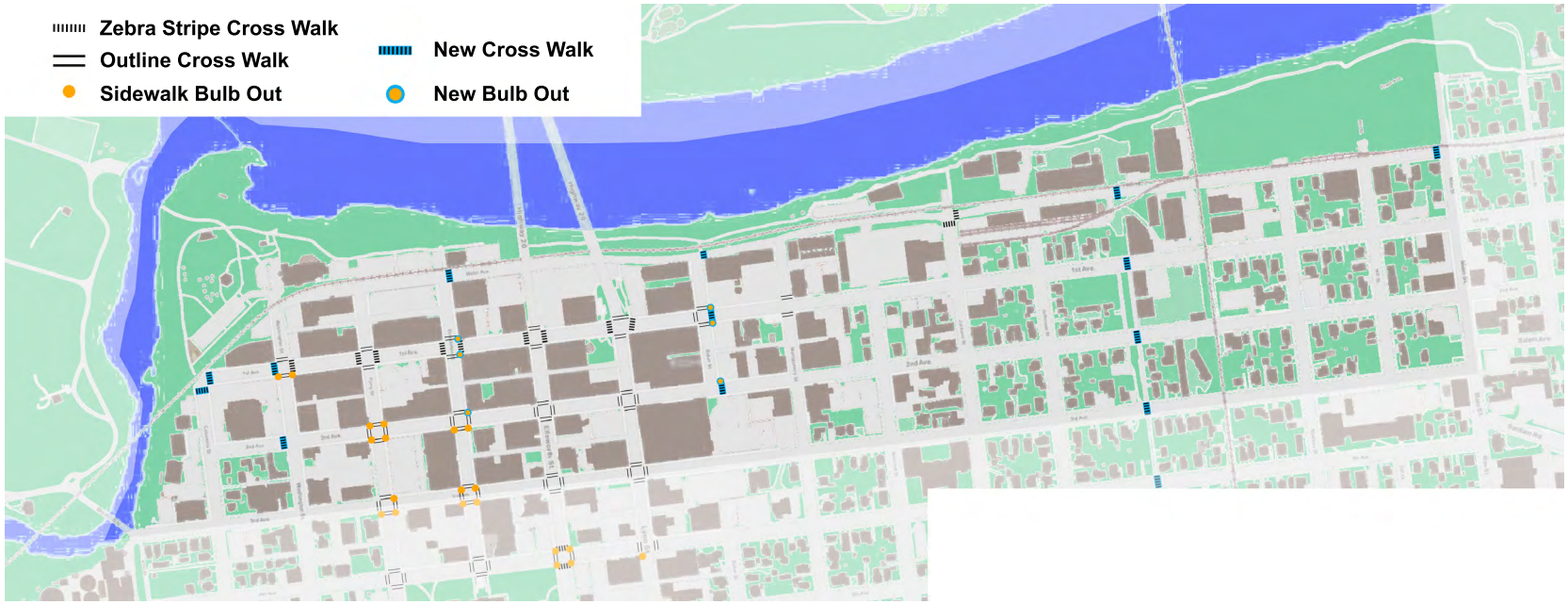
Sidewalks and Crosswalks

The historic buildings are well served by the existing crosswalks. The sidewalk bulb-outs added by the ongoing street improvements make walking downtown easier and more pleasant. The change of shape of the road slows down drivers, makes pedestrians more visible to cars, and reduces the distance that pedestrians must walk in the street.[7]



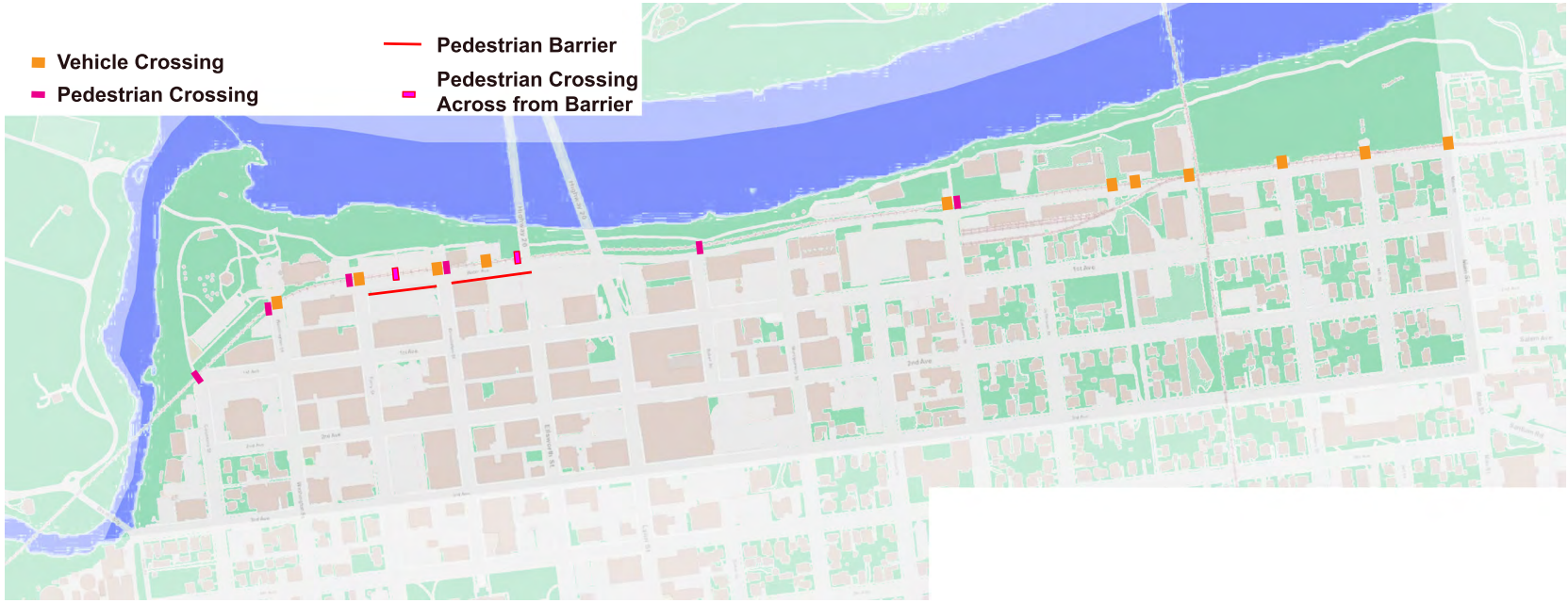
Proposed New Crosswalks

Crosswalks and bulb-outs can be added to increase the visibility and enjoyment of the walking routes between the bus stops, downtown attractions, and the riverfront path.



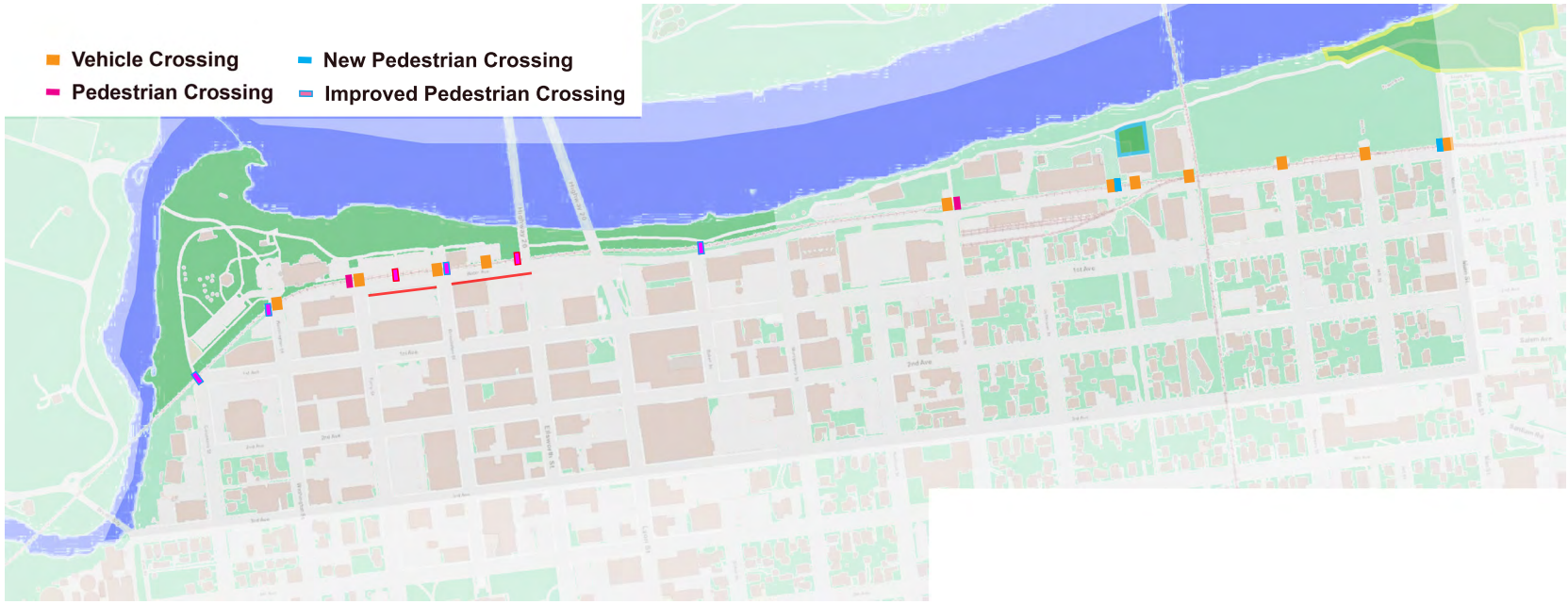
Railroad Crossings

A major obstacle between the downtown shops and the river path is the railroad. Pedestrian paths across the tracks exist, but they are difficult to see and uninviting. Even if these pedestrian crossings are spotted, it is often not clear that there is access to the waterfront.



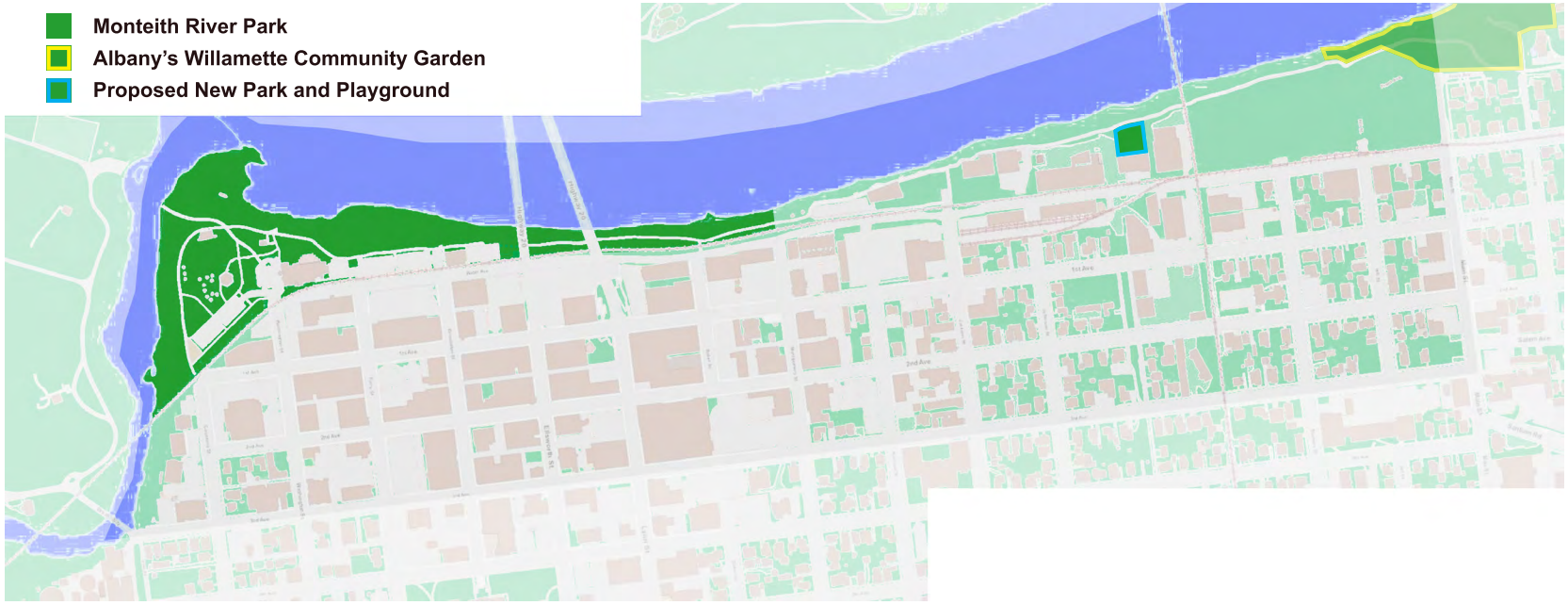
Proposed Railroad Crossings

Crossings that align with the view corridors from bus stops are ideal spots to make prominent rail crossings. Signs for the Dave Clark Waterfront Path arching over the pedestrian rail crossings would make these crossings visible and intriguing from blocks away. They would also encourage those on the path to come visit the downtown shops by making access points obvious. Planters filled with flowers or greenery would make the railroad tracks feel less imposing, in addition to making the crossings more visible and beautifying Water Avenue.



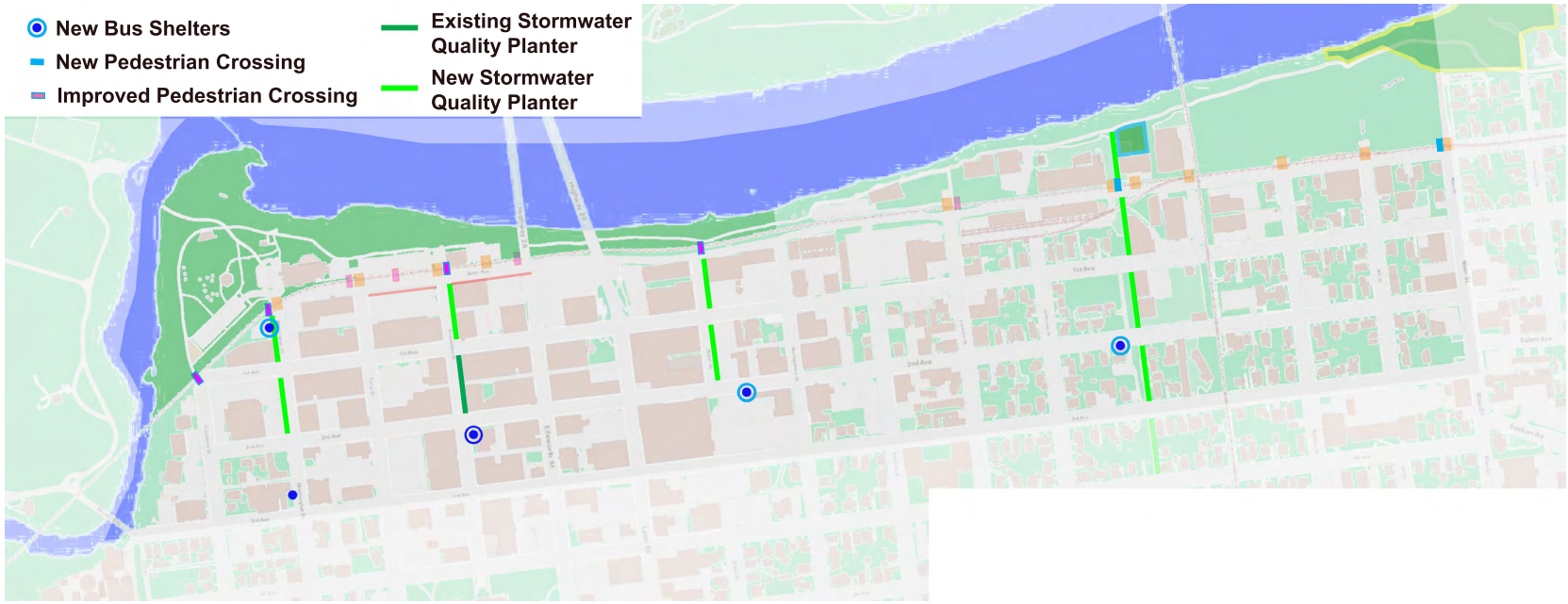
Proposed New Park

Monteith Riverpark is a great draw to bring people to the river and to downtown. The community garden is a good destination for a mile long walk along the river. A point of interest between these two green open spaces would enhance the space and give people a goal for shorter walks.[8] Thurston Street is listed under the P&R Master Plan as green open space. This corridor is served by a bus stop, but could use an attractor directly where it meets the river to draw people to the waterfront. Thurston Street currently ends at an empty lot, which could be converted into a park with a playground that would serve as a strong attractor. The playground could also serve the residential neighborhood.



Stormwater Quality Planters

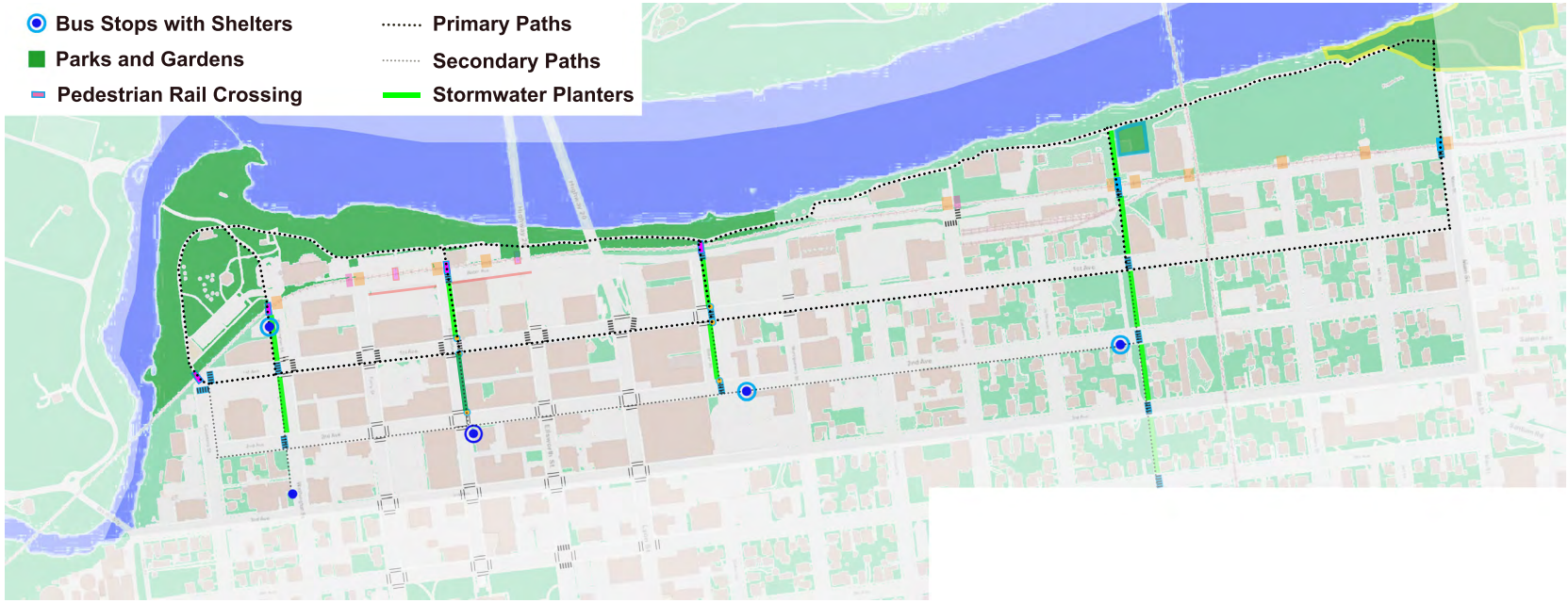
The stormwater system would benefit from more planters that catch water, in an effort to slow water flows, and filter the water to improve the quality of the riparian habitat. These planters decrease erosion and the strain on the stormwater pipes by diverting a portion of the rainfall into the ground and slowing the water that does go into the inlets so it doesn't all flow at once. They also have aesthetic appeal and provide real and perceived pedestrian safety by having a buffer between the walkway and the street.[9]



Streets and Parks Proposal

Walking Path Loops Connecting Downtown and the Waterfront

With more connection, Albany's Historic Downtown and green riverfront have the potential to enhance each other. If people know about walking routes of various lengths near shops and nature, they will be more likely to detour from their nature walk to visit stores, and they will go downtown more often if their shopping trips include a quick trip over to the water. The improved rail crossings and flow-through planters will make for picturesque green corridors, drawing people between the bus stops and the river. These streets would attract more foot traffic, making them ideal for mixed use development.



Baker Street

Baker Street with Green Corridor

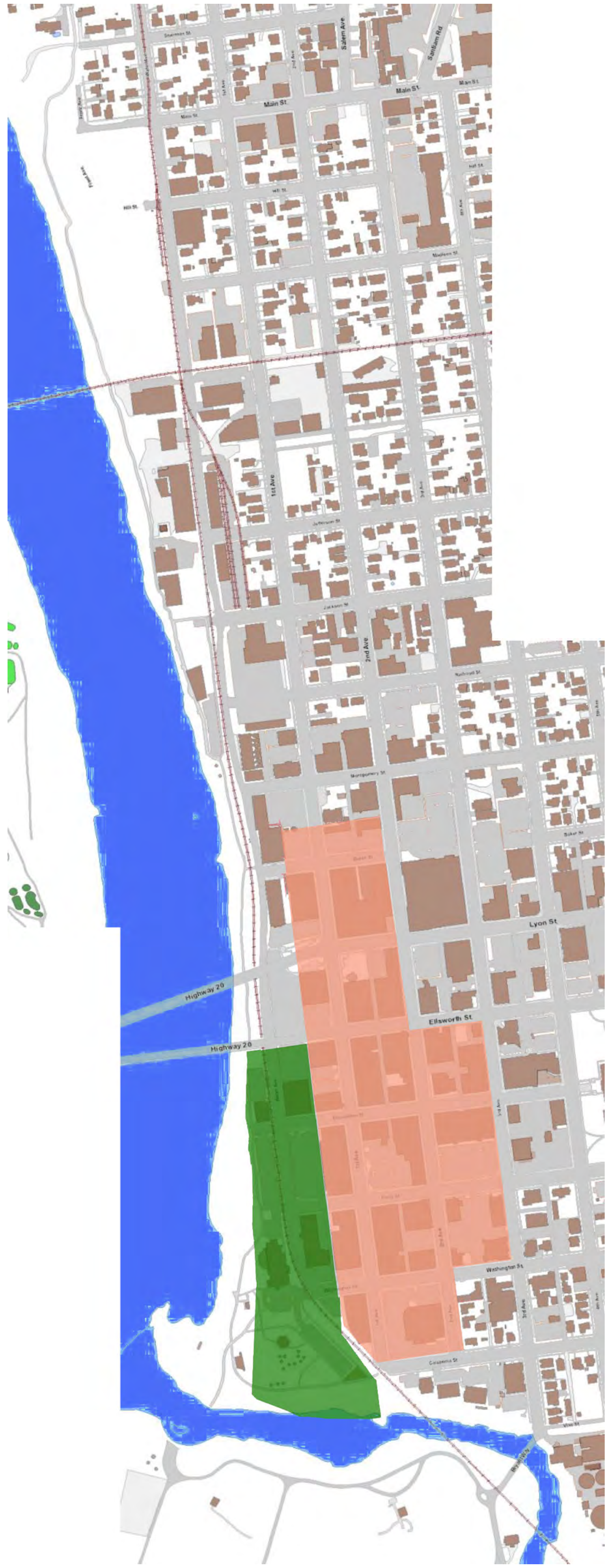
Baker Street with Development and Green Corridor

Development Proposal

Alternative One: Expanded Public Green Space

To further improve the Willamette River Greenway, the Public Areas to Develop zone should be rezoned to Open Space. Most of this area could be reverted to green space, by adding trees, shrubs, lawns, and other native vegetation. The Old Mill Building could be repurposed to support the green space and to improve the waterfront experience. Possible uses for the building include a Parks and Recreation building for renting out canoes and bikes, an outdoor youth center for creating an inviting and safe place for children and teens to enjoy the waterfront, or a museum to educate people on the Willamette River Greenway. One of the goals for the Willamette River Greenway is to increase tourism. By transforming Water Avenue into open space, Albany could hold more community events.

The widened greenway would also create a direct connection between downtown and the Willamette River Greenway (see picture on next page). Additionally, more attractive entry points to the bike path would increase pedestrian traffic between the riverfront and downtown. To create a more vibrant Historic District, parking lots within the Mixed Use zone should be redeveloped as storefronts and other businesses. Parking lots can be conceived as taking up valuable commercial space and interrupt the continuity of the storefronts. Parking is an instance of an induced demand where providing more parking does not increase the parking spaces available; instead, more people drive who might have otherwise walked or taken public transit.[10] Current plans for improvement will increase the aesthetic quality of the Historic District. However, Water Avenue requires the same level of redevelopment if the Willamette River Greenway is to be revitalized.


Main St
1st Ave
2nd Ave
Lyon St
Ellsworth St
Highway 20
Highway 20
Washington St

Water Avenue

Water Avenue as Green Space

Broadalbin Street

Broadalbin Street with Crossing

Broadalbin Street with Development

Alternative Two: Mixed Use Development

The industrial edge of Albany along Water Avenue is almost as much of a barrier between the waterfront and the downtown as the railroad. These prime waterfront properties could be cafes and restaurants with views of the river and its greenery. People on the river path would be drawn into town if they were greeted by shops instead of fenced off asphalt. Having people on patios or shopping would make the river path feel safer, especially in the evening.[11] Above these restaurants would be a floor or two of apartments to create a dense walkable neighborhood. Increased density could make a parking garage desirable and economically feasible. Soil analysis, and the desire to preserve the historic area, suggest that the optimal placement of a parking garage would be at the edge of downtown (dark blue area on the following map). The location would allow access to transportation within three blocks of any building in the Historic and Commercial Districts. The light blue area on the map indicates the second best placement area.

Traditional downtowns like the one in Albany, with their small blocks and shops right on the sidewalk, increase the pleasantness and effectiveness of walking as a mode of transit, especially if the streets are lined with trees. More shops can be visited in a single stop than when driving between the vast parking lots of big box stores. When combined with dense housing, these areas increase social sustainability by creating more unplanned encounters between neighbors, coworkers, and friends that strengthen social bonds. Safety is increased by having active streets where people know each other and will notice unwated behavior. Mixed use areas increase economic sustainability by creating job opportunities close to home that do not require driving to and from work. Ecological sustainability is improved by decreased habitat loss due to the smaller footprint of the city, decreased transportation, and more efficient infrastructure.[12]

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Washington Street

Washington Street with Development

Conclusions

An alignment of numerous factors in the existing environment suggest particular places for rail crossings and beautification. Calapoolia, Washington, Broadalbin, and Baker Streets already have some of the most pedestrian-friendly rail crossings. Thurston Street is already designated as a green corridor, and the empty lot where the waterfront path intersects the street would be a great spot for a small park that draws people along the path. These locations all align with existing bus stops. A crossing at Main Street would allow greater access to the community garden and the Dave Clark path from the residential neighborhood, as well as making the crossing safer for pedestrians from the new residential development on the river side of the tracks. Crosswalks can increase real and perceived safety for the street part of the crossing, while arches and planters at the rail crossings would increase both the visibility and desirability of the access points. Upgrading these stops to have sheltered benches would increase the visibility and the likelihood of people using the bus.[13] Water quality planters and their vegetation help to manage stormwater, increase air quality, make streets more attractive, and can draw people from the bus stops to the street crossings. Water Street and the parking lots along the waterfront would benefit from being public space and amenities. We offer two ideas of how this could be accomplished. The street could become an extension of the park, providing a larger open space that can host more recreation opportunities and services, or alternatively, it could be a place for mixed use development, which can draw people from downtown shops to enjoy coffee or dinner along the water, and will bring more residents to the area who can shop downtown and enjoy the river. Either proposal would make the crossings between the waterfront and the downtown more enjoyable and desirable.

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