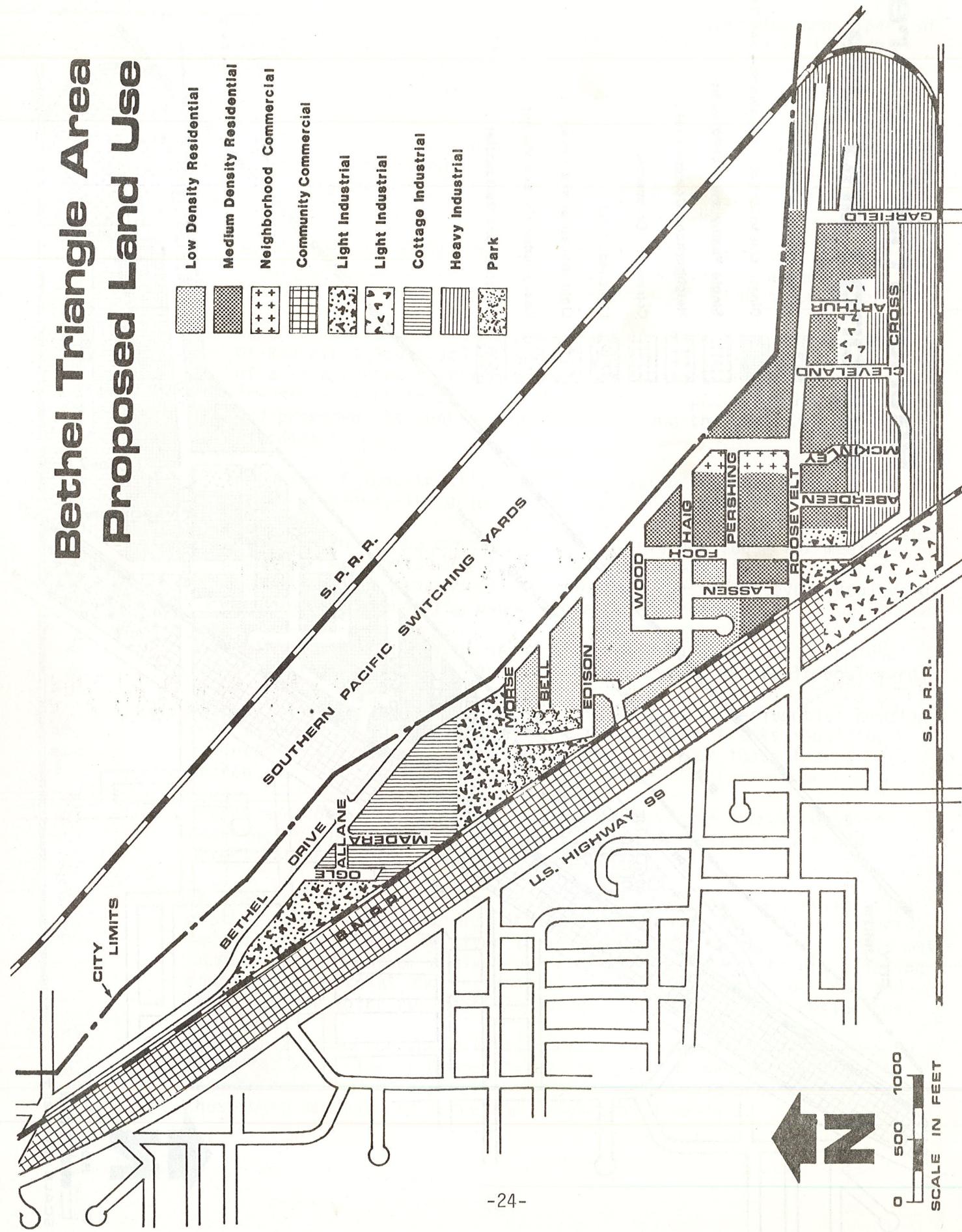


## Bethel Triangle Area Proposed Land Use



# URBAN SERVICES and the URBAN GROWTH BOUNDARY

### III. URBAN SERVICES AND THE URBAN GROWTH BOUNDARY

#### A. Introduction

The Eugene-Springfield Metropolitan Area General Plan, adopted in February 1982, by Eugene and Springfield, reflects circumstances and changing needs of the Metro Area. The Metropolitan Area General Plan provides general planning policies and land use allocations, also it is intended to recognize and designate a sufficient amount of land to provide for future urban growth.

The location of the adopted urban growth boundary was reviewed as part of the update of the Bethel-Danebo Refinement Plan. The Metropolitan Area General Plan establishes the present location for the westerly limits of the urban growth boundary, as extending along Greenhill Road from Barger Avenue, south to West 11th Avenue. This location is appropriate with respect to future impacts from Mahlon Sweet Airport since the area east of Greenhill Road and south of Barger Avenue is outside the 30 NEF (noise exposure forecast) for Mahlon Sweet Airport. The urban growth boundary is site-specific, designed to accommodate urban development through the planning period to the year 2000 to serve a population of approximately 293,700. The Public Works Department and the Eugene Water & Electric Board have indicated that service can be provided to the area within the urban adopted growth boundary on a cost-efficient basis. Using these same factors, it is appropriate that the urban growth boundary extend along Barger Avenue, east from Greenhill Road, tying into the northwest boundary of the existing city limits line. (See map on page 4.)

Land within the projected urban service area will be developed at urban levels through annexation to the City of Eugene. The expression "minimum level of key urban services," as discussed in the Metropolitan General Area Plan, denotes the level of services which will be provided by the City in a logical and timely manner as development proceeds. The minimum level of key urban services includes solid waste management, police and fire protection, electric service, public water service, sanitary sewers, and parks and recreation programs, communication facilities, land use controls, and public schools on a district-wide basis. Streets with curbs and gutter and sidewalks are also considered a minimum level of services, but need not be available or in place at the time of annexation.

A "full range of key urban services," as discussed in the Metropolitan General Area Plan, denotes the level of service which should be available within a given period of time, such as by the year 2000. The full range of urban services includes, in addition to those mentioned as minimum level services, storm drainage facilities, urban public transit, designated open space, natural gas, street lighting, libraries, parks and recreation, and health services. Provision of urban services in Bethel-Danebo is addressed in the following sections.

## B. Sanitary Sewers

The sanitary sewer network serving the Bethel-Danebo area also serves other areas to the south outside the plan boundary. The present sanitary sewer system includes temporary connections to provide drainage from southwest Eugene (commercial and residential areas south of West 11th Avenue) and from the West Eugene Industrial Area (south of Roosevelt Boulevard Extension and north of West 11th Avenue). These two areas are served by the presently overloaded Danebo pump station located on Danebo Avenue, north of West 11th Avenue. The existing collection system has resulted in an overloading of the entire sanitary sewer system serving the West Eugene area. Plans for expansion/upgrading of this system involve replacement of the temporary connections with a permanent drainage system to the west tying into the Metropolitan Wastewater Treatment Plant.

The system will accomplish the following:

1. Have the capacity to eventually provide service to undeveloped areas outside the city limits, but within the urban growth boundary, as those areas are annexed to the city.
2. Relieve the existing capacity problems at the Danebo Avenue pump station.
3. Eliminate the Terry Street pump station; and
4. Have the capacity to provide future service for undeveloped areas within the Willow Creek drainage basin that are within the adopted urban growth boundary, as well as portions of the Willow Creek basin presently called out in the adopted Metropolitan Area General Plan as urban reserve.

The proposed design for servicing the west and southwest portions of Eugene is to reroute the flow from existing trunk systems C and D into the proposed Westside Trunk system. The design, as noted above, will include capacity to serve areas within the urban growth boundary and that portion of the Willow Creek area called out as "urban reserve area." Details on the design life of the proposed sanitary drainage system, drainage area, population, expected residential dwelling units per acre, and other design factors have been outlined in a technical report formulated by the Engineering Division of the Eugene Public Works Department.

The West Eugene Trunk Line project will involve construction of a major sanitary trunk system in the west portion of the metropolitan area. This project is seen as an integral component of Eugene's economic diversification, affecting industrial siting and capital improvement programming as called for in the Eugene Economic Diversification Program. The Eugene Capital Improvement schedule proposes that construction of this trunk system will begin in FY1982-83 at an estimated cost of \$19.7 million.

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## B. Parks

In recent years, efforts have been directed toward the acquisition of park land and development of recreational facilities in the Bethel-Danebo area (see map on page 30). In the last seven years, park acquisition and development has followed priorities established in the Bethel-Danebo Neighborhood Refinement Plan with the following results:

1. Completion of Peterson Park Community Center and progress on development of Peterson Park;
2. Acquisition of a 12-acre park west of Beltline Road on Royal Avenue;
3. Completion of acquisition of the 3-acre park, Trainsong Park, in the Bethel Triangle Neighborhood (formerly referred to as Bethel Drive area) and plans for its development are expected to be implemented this year.

Park services in the Bethel-Danebo area continue to be inadequate by City standards. Using the most updated population figures for Eugene and the latest park acreage inventory, the City has not presently met its goal of approximately 15 acres of park land per 1,000 people in either the Bethel-Danebo area or the city as a whole. The current estimate of park land per 1,000 persons is based on December 1981, population figure of 106,100 for the City of Eugene and April 1980, estimate of 15,950 for the Bethel-Danebo study area. Presently, the amount of developed park land for the city as a whole equals about 308.52 acres or approximately 2.9 acres per 1,000 persons. Developed park land in the Bethel-Danebo study area is approximately 11.9 acres, yielding a ratio of only 0.75 acres per 1,000 persons. Efforts in recent years have been directed toward acquisition of additional park land in the Bethel-Danebo area; however, developed park land has not been keeping pace with population growth. In the Bethel-Danebo area, there is a total park acreage of 99.58 acres, as of February 1982, producing a ratio of developed and undeveloped park land totaling 7.1 acres per 1,000 persons. Total park acreage in the City of Eugene as a whole is 1,559.25 acres, resulting in a developed/undeveloped park land of 14.7 acres per 1,000. Continued cooperation between School District #52 and the Eugene Parks and Recreation Department in sharing land and facilities will certainly help in achieving an appropriate developed park acreage goal.

Citizens of the Bethel-Danebo area have indicated their concern that it is inevitable that much of the open area's space will be developed by year 2000. This finding, together with the lack of substantial vegetation or topographic features within the area, call for some landscaping improvements, as well as the development of usable park land.

The following recommendations regarding development and acquisition of usable park land and landscaping improvements should provide adequate guidelines for provisions of open space and developed park land in the study area.

## RECOMMENDATIONS: Parks

### Policies

1. A community center or centers shall be developed in the Bethel-Danebo area to provide for service needs of the elderly community, as well as the community as a whole.
2. Acquisition and development of park land and acquisition of open space in the Bethel-Danebo area shall receive a city-wide priority which will move it toward equity with other parts of the city.
3. In reviewing the Parks Master Plan, the City shall consider:
  - a. identifying park development as a priority for the Bethel-Danebo area in the first phase of the Master Plan; and
  - b. retaining Bethel Park at its present location south of the A-2 storm channel, between East Irwin Way and West Irwin Way.
4. The Eugene Parks and Recreation Department shall continue to work with the School District #52 to provide recreation facilities and services to the community school programs and wherever possible should share land and facilities.
5. Private developers shall be encouraged to set aside land for parks.
6. Landscape buffer shall be provided in conjunction with new public improvements, such as highways, freeways, power substations, etc.
7. Landscape buffer should be provided along existing highways and freeways.

### Proposals

1. The preliminary draft of a Eugene Parks Master Plan indicates a number of acquisition and development priorities for the Bethel-Danebo area. That plan should be the subject of discussions and input from residents of the Bethel-Danebo area prior to City adoption.

The following represents park land acquisition and development recommendations in the draft Eugene Parks Master Plan:

- a. Continuing support in the Bethel-Danebo area and the Bethel Triangle area for completion of the Petersen Park and Trainsong Park. These facilities should be recognized by the City as the first and foremost funding priority for park development in the area. Additional frontage along Royal Avenue for Peterson Park is also recommended.

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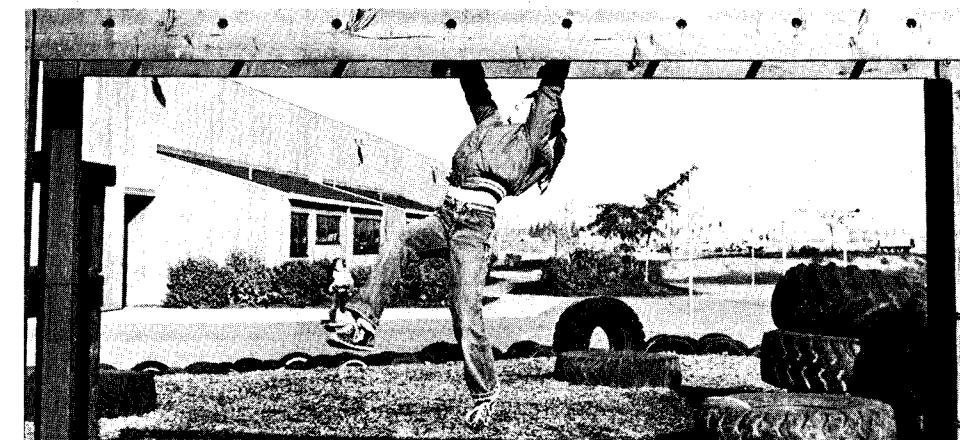
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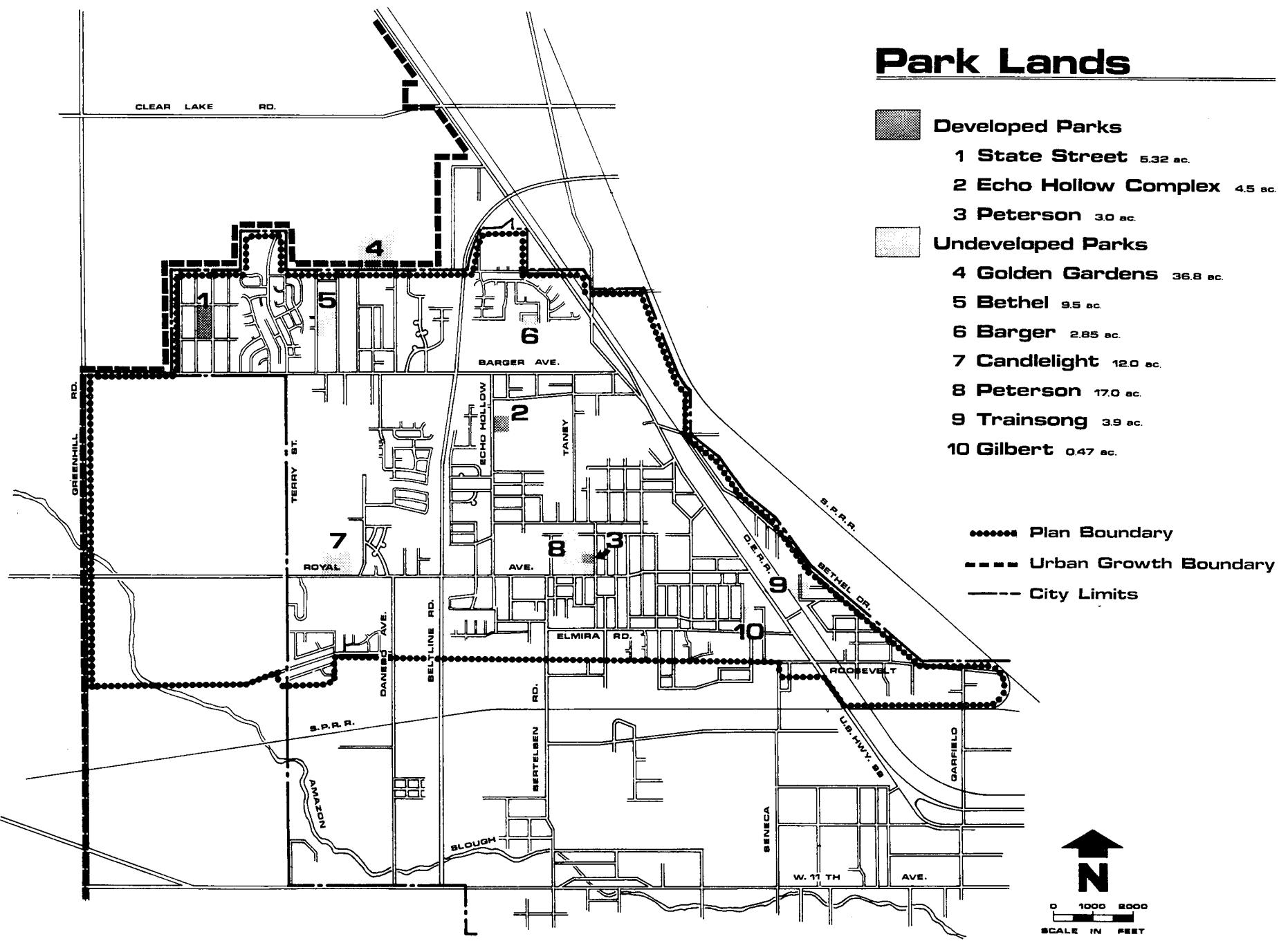
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- b. Move Bethel Park north to the north side of the storm channel.
- c. Acquisition of a 5-acre site north of Barger between Highway 99 North and Beltline Road. (Note 2.5 acres of this site has been recently acquired.)
- d. Provide cover for Echo Hollow Pool and funding for heat recovery system supported by Willamette High School.
- e. Determine the future of the covering for the pool in the State Street area.
- f. Securing of the Bertelsen slough as open space.
- g. Proposed park site north and adjacent to Malabon School.
- h. Acquisition of Desota Lake or the pond south of Jessen Street, west of Golden Gardens Street.
- i. Acquisition of a 5-acre site south of Royal, west of Danebo Street.
- j. Proposal of a neighborhood park south of Royal between Bertelsen Road and Beltline Road.
- k. Proposed 50-acre site south of Royal Avenue west of Terry Street. This facility will include a neighborhood center with half of the proposal being used for play fields, such as softball.
- l. Proposal to move the existing 12-acre Candlelight Park now fronting on Royal north approximately one-half mile.
- m. Development of Gilbert Park north of Elmira Road.
- n. Acquisition of a 5-acre neighborhood park north of Royal, west of Terry Street.
- o. Acquisition of a 5-acre neighborhood park south of Barger, east of Greenhill.
- p. Funding for a Senior Center at Petersen Park.

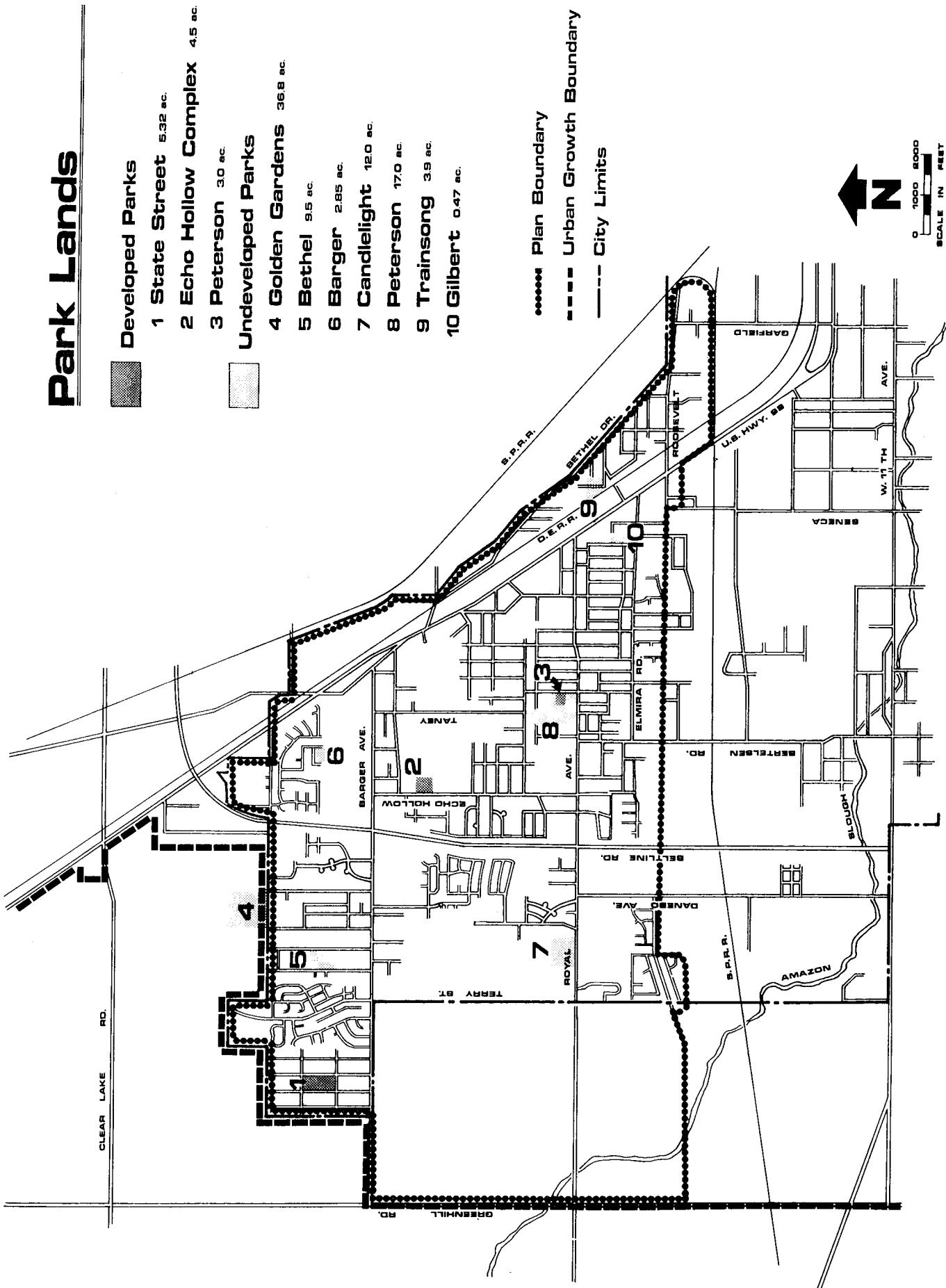


# Park Lands



## Bethel Danebo Area Refinement Plan

## Park Lands



## Bethel Danebo Area Refinement Plan

### D. Schools

All of the study area is served by School District #52, referred to as Bethel School District. The location of schools in the area and most of the student population served by these schools is located within the study area and inside the city limits. In addition, the district serves students from the Alvadore area and from scattered rural locations between Alvadore and the study area, as well as students from the Santa Clara area north of Eugene attending Irving Elementary.

Opportunities for improving the relationship between where students live and school location are inhibited to some degree by transportation corridors which act as barriers between students' homes and school sites. Beltline Road is a good example of such a barrier, as is Highway 99 North. In general, schools have been located so that students need not cross Beltline Road, as can be seen by the attached map. Highway 99 North must be crossed by students from the Bethel Triangle Neighborhood since inadequate enrollment forced the closure in 1966 of the former Bethel Elementary School located on Bethel Drive. The elementary students from the Bethel Triangle Neighborhood are currently bussed to Malabon School. Irving School is also a facility within School District #52, but is located outside of study area. Its location one mile north of Beltline Road and east of the Southern Pacific Railroad primarily serves elementary students in the Santa Clara area.

Population projections for the Bethel-Danebo area range from 2,900 to 5,000 additional school-age children by the year 2000, depending on whether the recent decline in the population of school-age children continues. Most recent studies have shown a decline in elementary school-age children from 1.5 per household in 1970 to 0.75 per household in 1980. However, these projections do not account for development in Alvadore or in the Irving Elementary area. The present position of School District #52 is not to propose new school sites, but to adapt existing sites and facilities for future growth within the urban growth boundary/study area. Students generated west of Beltline Road and within the urban growth boundary will attend facilities located at the Danebo Elementary site.

#### RECOMMENDATIONS: Schools

##### Policies

1. Decisions regarding new school locations and existing or new attendance area boundaries shall continue to be made with considerations for reducing the need to bus elementary students.
2. Where existing arterials, such as Beltline Road and Highway 99 North, act as barriers, alternative means of crossing these barriers shall be considered, including overpasses or pedestrian activated signals.

##### Proposal

1. As residential growth occurs within the area west of Beltline Road and south of Barger Avenue, unused or potential capacity in Danebo Elementary School and Clear Lake Elementary School should be used to serve that growth and areas east of Beltline Road should continue to be served by Malabon Elementary and Fairfield Elementary schools.

## E. Fire Protection

The fire protection system in the Bethel-Danebo area consists of three-manned stations inside the existing city limits and some contractual fire protection by the City of Eugene to areas in the County. The study area will be serviced by three fire stations.

1. Station #4 is located near the intersection of West Broadway Avenue and McKinley streets. It is a full-service facility providing service to the portion of the study area east of Highway 99 North in the area known as the Bethel Triangle Neighborhood. This station provides backup for Station #7 located along Barger Drive west of Beltline Road and Station #8 located near the intersection of Elmira Road and Berntzen Road.
2. Station #8 is located near the intersection of Elmira Road and Berntzen Road. This facility provides full service to the entire Bethel-Danebo Refinement Plan Area. It provides backup for Station #4 which serves the area east of Highway 99 North. It also extends fire protection for Station #7. Station #8 provides the Emergency Medical Service unit for the area.
3. Station #7 is located on Barger Avenue near Danebo Street west of Beltline Road. It is a relatively new facility, housing the new Rapid Attack Vehicle (RAV). This service provides quick response to an emergency with full-service backup from stations #4 and #8.

Additional fire stations in the Bethel-Danebo area are not planned. The undeveloped area west of Beltline Road and within the urban growth boundary will be served by Station #7 with full-service backup from Stations #4 and #8.

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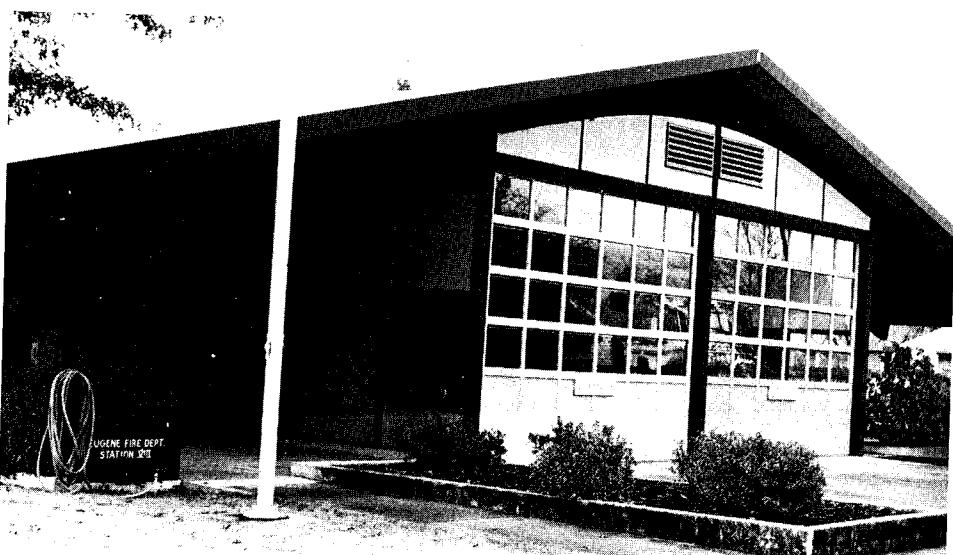
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#### F. Electric Power and Water

The Eugene Water and Electric Board provides electrical power and water distribution facilities to the study area within the city limits, except for electrical power service by Blachly-Lane County Co-Op to a small area near Highway 99 North and Beltline Road. Areas outside the city, but within the urban growth boundary, are also supplied with electrical power from Eugene Water and Electric Board and water services by individual systems (wells). Extra-territorial water extensions (service outside the city limits) must conform to a set of City policies and procedures as established by the City of Eugene.

Major transmission lines traverse the Bethel-Danebo area. These lines cannot economically be placed underground, so their existence was softened through design and location considerations. The effects of substations can likewise be minimized through design and location. This concern has been substantiated by the Statewide Goals and Guideliness adopted by the LCDC and is noted as follows:

"All utility lines and facilities should be located on or adjacent to existing public or private rights-of-way to avoid dividing existing farm units." (LCDC Goals and Guidelines, Public Facilities and Service, Planning Guideline Number 6)

This concern should be applied within the Bethel-Danebo area, in light of the substantial number of large parcels. The intent is to avoid substantial impact on or division of otherwise developable large parcels.

Water service in the Bethel-Danebo area, as in other parts of Eugene, is currently adequate. However, the Metropolitan Area General Plan findings and policies relevant to extension of public water service is clear. In the past, the extension of water services into outlying areas has encouraged urban-level development at distant, isolated sites, which, in turn, lead to the need for the extension of other more expensive and less profitable services. The provision of water service according to present policy is tied to annexation and the extension of other urban services. Those public utilities, services, and facilities identified as urban (including water service) should not be extended beyond the urban growth boundary. An exception will be made to provide urban services to Mahlon Sweet Airport as established by policies and proposals of the Mahlon Sweet Master Plan.

#### RECOMMENDATIONS: Electric Power and Water

##### Policies

1. The service and distribution of electrical power and water facilities must conform to the policies and procedures as established by the City of Eugene and the Eugene Water and Electric Board.
2. Because of the effects that substations and transmission lines have in Bethel-Danebo, EWEB's policy of working with neighborhood groups should include work with the Active Bethel Citizens and Bethel Triangle Neighbors in location and design of facilities in the Bethel-Danebo area.

##### Proposals

1. New or expanded major power or water facilities must consider future uses of the affected property.