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DEVELOPMENT PLAN

Eugene • Springfield

Metropolitan Region

CENTRAL LANE COUNTY PLANNING COMMISSION

LANE COUNCIL OF
GOVERNMENTS

DEVELOPMENT PLAN

Eugene • Springfield

Metropolitan Region

Prepared through the
cooperative efforts of the
BUREAU OF MUNICIPAL RESEARCH AND SERVICE
University of Oregon, and the
CENTRAL LANE COUNTY PLANNING COMMISSION
Eugene, Oregon

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from the U. S. Housing and Home Finance Agency

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P L A T E S

page

EUGENE-SPRINGFIELD METROPOLITAN REGION

3

CENTRAL EUGENE PLANNING AREA

Existing Land Use Map .	23
Generalized Land Use Plan .	24
Future Development Plan .	25

BAILEY HILL PLANNING AREA

Existing Land Use Map .	63
Generalized Land Use Plan .	64
Future Development Plan .	65

WILLAKENZIE PLANNING AREA

Existing Land Use Map .	79
Generalized Land Use Plan .	80
Future Development Plan .	81

RIVER ROAD AND DANEBO-BETHEL PLANNING AREAS

Existing Land Use Map .	99
Generalized Land Use Plan .	100
Future Development Plan .	101

CENTRAL SPRINGFIELD PLANNING AREA

Existing Land Use Map .	133
Generalized Land Use Plan .	134
Future Development Plan .	135

DOUGLAS-THURSTON PLANNING AREA

Existing Land Use Map .	157
Generalized Land Use Plan .	158
Future Development Plan .	159

JUNCTION CITY AND COBURG PLANNING AREAS

Existing Land Use Map .	177
Future Development and Generalized Land Use Plan .	178

FERN RIDGE RESERVOIR PLANNING AREA

Existing Land Use Map .	184
Future Development and Generalized Land Use Plan .	185

LONE PINE - IRVING PLANNING AREA

Existing Land Use Map .	190
Future Development and Generalized Land Use Plan .	191

SPENCER BUTTE - GOSHEN, MCKENZIE VIEW AND CEDAR FLAT PLANNING AREAS

Existing Land Use Map .	195
Future Development and Generalized Land Use Plan .	196

C O N T E N T S

page

1

Introduction

21

Central Eugene Planning Area

61

Bailey Hill Planning Area

DEVELOPMENT PLAN FOR THE EUGENE-SPRINGFIELD METROPOLITAN REGION

77

Willakenzie Planning Area

97

River Road Planning Area

117

Danebo-Bethel Planning Area

131

Central Springfield Planning Area

155

Douglas-Thurston Planning Area

175

Junction City Planning Area

180

Coburg Planning Area

182

Fern Ridge Reservoir Planning Area

188

Lone Pine - Irving Planning Area

193

Spencer Butte - Goshen Planning Area

197

McKenzie View Planning Area

198

Cedar Flat Planning Area

FOREWORD

The cities of Eugene and Springfield and the surrounding urbanizing areas have been growing very rapidly in recent years, and continuing growth can be expected in the future. Twenty-seven new schools have been built since 1950 to accommodate rising enrollment, and more will be needed. In addition, many new classrooms have been added to existing schools. New city park sites have been acquired from time to time and existing facilities are being improved. Up to now, however, little in the way of park facilities has been provided to serve residents in suburban areas. City streets are becoming more and more congested as traffic volumes continue to increase, and our street and highway system is constantly being improved in order to keep pace with the growing number of motor vehicles.

The present study is a part of a continuing, long-range planning program designed to relate population growth trends in various parts of the metropolitan region with the public facilities that will be needed once those areas are eventually built up. By that time the density of population will be such that many new schools, parks, playgrounds, streets, and other public facilities will be required. It is important that land be reserved for these facilities before suitable sites are developed for other uses or before rising land values make their purchase unnecessarily costly.

The various proposals and suggestions set forth in this report are based on estimates of future population in different parts of the metropolitan region and on various policies and program decisions that have been arrived at over the past several years by governmental agencies. There has been consultation from time to time in connection with different elements of the plan, although a number of individual suggestions have yet to be considered in detail by the agencies concerned.

The present study deals mainly with school and park sites and with major streets. Emphasis has been on the general location of these facilities, and it should be pointed out that precise locations will be determined only after more detailed study. A second phase in the planning program will deal in greater detail with major streets and with industrial development. This work is now underway.

This initial study and report has been prepared by the Bureau of Municipal Research and Service, University of Oregon, and the Central Lane County Planning Commission. Funds for this work have been provided by the participating local government units and by a matching grant from the U. S. Housing and Home Finance Agency under the urban planning assistance program. The study has been made under the general direction of A. M. Westling, Bureau planning and public works consultant. A number of persons have contributed to various phases of the work. Franklyn L. Hruza, Bureau planning technician, has contributed to the development of the final report and has supervised the preparation of the graphic material.

Respectfully submitted,

Howard Buford

Howard Buford, Director
Central Lane County Planning Commission

DEVELOPMENT PLAN FOR THE EUGENE-SPRINGFIELD METROPOLITAN REGION

The population of the Eugene-Springfield metropolitan region has increased from less than 40,000 twenty years ago to more than 100,000 today. Forecasts indicate that the region will continue to grow at a fairly rapid rate in the foreseeable future.

Growth of the region will require an increase in public facilities and services. This study has been undertaken in order to forecast probable growth patterns and to project site needs for public facilities in those parts of the region that are presently urbanizing or that are likely to become urbanized in the years just ahead. Site needs for schools and parks are based on a generalized land use plan for the metropolitan region and on estimates of the number of people who will eventually be living in the urbanizing portions of the region when they become fully developed. Preliminary recommendations are also made with reference to the major thoroughfares that will be needed to carry increasing motor vehicle traffic between various parts of the metropolitan region.

The boundaries of the Eugene-Springfield metropolitan region as defined in this study are shown in the map on the following page. The metropolitan region includes the central cities of Eugene and Springfield, the neighboring cities of Coburg and Junction City, and the unincorporated communities of Alvadore, Elmira, Veneta, Goshen, and Thurston, as well as all the intervening area. For planning purposes the region has been divided into 14 "planning areas," as shown in the map. Those centrally located planning areas that are already urbanized or that can be expected to become urbanized in the foreseeable future are termed "urban planning areas" and are designated in orange. The Junction City and Coburg planning areas, although on the periphery of the metropolitan region, have also been designated in orange because of the urbanizing influence each city has on the immediately surrounding area. The remaining areas are termed "rural planning areas" and are shown in gray.

While the study takes into account the long-range needs of the entire region, attention in this report is focused on those planning areas that comprise the central core of urban development -- Central Eugene, Central Springfield, Willakenzie, Bailey Hill, Danebo-Bethel, River Road, and Douglas-Thurston. These planning areas comprise what is termed in this study the "urbanizing center." The area outside the urbanizing center is termed the "peripheral area." As a basis for detailed analysis, each of the planning areas in the urbanizing center has been divided into a number of "neighborhoods," as indicated in the various development plan plates.

All of the proposals in the plan are based, in one way or another, on estimates of the number of people who will eventually have to be served by public facilities and services. Accordingly, the first step in undertaking this study was to estimate how many people can be expected to live in each neighborhood when all of the property in the neighborhood has become more or less fully developed for some urban purpose. Each neighborhood was studied with reference to the manner and extent to which it is likely to develop.

A maximum probable population was determined on the basis of the number of dwelling units the neighborhood can be expected to contain when all of the land has been developed. In most cases a ratio of 3.5 persons per dwelling unit was used. Lower ratios were used in areas containing multi-family housing and in certain other older areas where a sampling of occupancy data in the county directory indicated an average of fewer people per dwelling. It is estimated that the urbanizing center as a whole could eventually accommodate a population of approximately 232,000 people. The population projections for each neighborhood and planning area are summarized in Table I, page 4.

In defining neighborhood boundaries for study purposes, an effort was made to select areas that formed reasonably cohesive residential groupings. In most cases the neighborhoods are bounded by physical barriers such as a major thoroughfare or railroad, or by a marked change in topography or land use. An additional criterion was that each neighborhood should be large enough to support an elementary school. It is estimated that the various neighborhoods will eventually have populations ranging from 3,000 to 4,500 people.

Because Junction City and Coburg and the rural planning areas do not lend themselves to the same type of analysis there was no attempt to estimate future population in the same way. Total population of these peripheral areas is estimated at about 13,725. A study of past population growth suggests that these planning areas as a whole will roughly double in population by the time the urbanizing center approaches full development. Thus, by that time it is estimated that the entire metropolitan region will have reached a population of around 260,000.

This study deals mainly with land use, major thoroughfares, and the location and size of school and park sites. Proposals for new and improved major streets and for school and park sites are quite specific. In numerous cases, however, it is possible that equally satisfactory sites could be selected in the same general area, and alternatives will no doubt be considered at the time land is actually acquired. It is a primary purpose of this study to encourage early decisions regarding park and school sites in order that suitable locations can be reserved before they are developed for some other use.

To indicate existing land use patterns and to suggest future patterns of development, three plates have been prepared for each planning area in the urbanizing center. These are titled "Existing Land Use Map," "Generalized Land Use Plan," and "Future Development Plan." They appear in that sequence in each of the sections dealing with the individual planning areas. For Junction City, Coburg, and the rural planning areas two plates have been prepared, an "Existing Land Use Map" and a "Future Development and Generalized Land Use Plan." The existing land use maps have been prepared from data collected in 1957.

EUGENE - SPRINGFIELD METROPOLITAN REGION

URBAN PLANNING AREAS

RURAL PLANNING AREAS

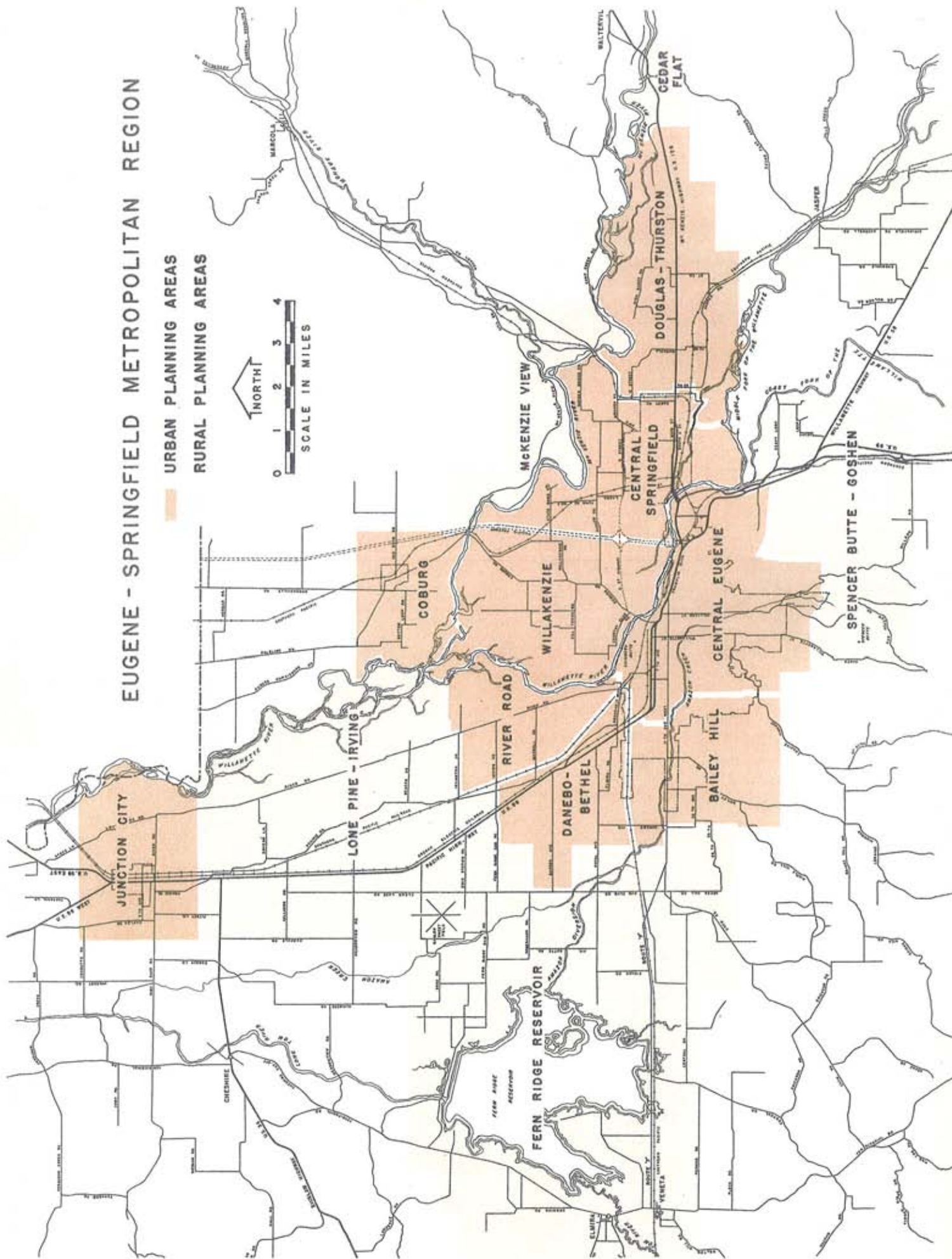


TABLE I

POPULATION OF THE EUGENE-SPRINGFIELD METROPOLITAN REGION
Estimated 1957 Population and Projected Population
as the Urbanizing Center Approaches Full Development

Planning Areas	Estimated			Projected		
	No. of Dwelling Units	Population All Ages	Population Ages 6-11	No. of Dwelling Units	Population All Ages	Population Ages 6-11
<u>Central Eugene</u>						
Braes-Magladry ^a	130	430	65	453	1,585	200
Patterson-Lincoln	1,363	3,955	435	1,432	4,150	465
Adams	781	2,635	330	1,265	4,260	535
North Willard	553	1,440	100	676	1,755	125
Southeast Central	1,044	2,685	200	1,180	3,025	225
Sunny Hollow	283	990	150	1,008	3,530	440
Dunn	621	2,050	305	954	3,150	395
Crest	259	855	130	722	2,385	300
South Willamette	139	485	75	868	3,040	380
Willard	898	2,695	335	1,362	4,085	510
Condon	714	2,140	260	854	2,560	320
Edison	732	2,050	255	741	2,225	280
Harris	692	2,285	285	995	3,285	410
South Glenwood	53	185	30	1,329	4,650	580
Laurel Hill	185	650	100	777	2,745	345
University of Oregon dormitories	--	1,860	--	--	2,200	--
University of Oregon expansion area	149	415	50	--	--	--
Central District: commercial and industrial areas	3,199	8,450	610	1,019	2,685	205
Franklin Boulevard commercial areas	89	250	30	89	250	30
Glenwood District	611	2,025	285	611	2,025	285
Subtotal	12,495	38,530	4,030	16,335	53,590	6,030
<u>Bailey Hill</u>						
Braes-Magladry ^a	43	150	25	344	1,170	105
Westmoreland	660	2,310	345	1,478	5,140	605
Bailey Hill	49	170	25	1,292	4,520	565
Acorn Park	166	580	85	1,498	5,240	655
West Industrial Area	86	300	35	86	300	35
Subtotal	1,004	3,510	515	4,698	16,370	1,965

^a The Magladry portion of the Braes-Magladry neighborhood is in the Central Eugene planning area and the Braes portion is in the Bailey Hill planning area

TABLE I (continued)

POPULATION OF THE EUGENE-SPRINGFIELD METROPOLITAN REGION

Planning Areas	Estimated			Projected		
	No. of Dwelling Units	Population All Ages	Population Ages 6-11	No. of Dwelling Units	Population All Ages	Population Ages 6-11
<u>Willakenzie</u>						
Washington	305	1,070	160	900	3,150	400
Harlow-Chase	377	1,320	195	1,221	4,275	535
Willakenzie	163	610	75	1,084	3,795	475
Coburg Road	48	165	25	991	3,470	435
Armitage	41	180	25	1,191	4,170	520
Cal Young	106	370	55	974	3,410	425
Willagillespie	212	740	110	850	2,975	370
Goodpasture	126	440	65	920	3,220	405
Oakway	342	1,195	180	1,130	3,955	495
Jeppesen	239	835	105	917	3,210	400
Subtotal	1,959	6,925	995	10,178	35,630	4,460
<u>River Road</u>						
River Road	959	3,360	420	1,490	5,210	650
Howard	726	2,540	320	1,317	4,610	575
South Santa Clara	350	1,220	155	1,110	3,890	485
North Eugene	162	570	70	1,014	3,550	445
North Santa Clara	298	1,040	155	1,326	4,640	580
South Irving	52	180	25	1,220	4,270	535
North Irving	45	155	20	732	2,560	320
River Loop	105	370	55	1,028	2,600	450
Subtotal	2,697	9,435	1,220	9,237	31,330	4,040
<u>Danebo-Bethel</u>						
Fairfield	669	2,340	350	1,279	4,475	560
Danebo	72	250	40	934	3,270	410
Echo Hollow	459	1,605	240	1,220	4,270	535
Clear Lake	140	490	75	1,000	3,500	440
North Clear Lake	25	90	10	978	3,400	425
West Barger	132	460	60	1,027	3,600	450
Bethel District	428	1,500	190	428	1,500	190
Subtotal	1,925	6,735	965	6,866	24,015	3,010

TABLE I (continued)

POPULATION OF THE EUGENE-SPRINGFIELD METROPOLITAN REGION

<u>Planning Areas</u>	<u>Estimated</u>			<u>Projected</u>		
	<u>No. of Dwelling Units</u>	<u>Popula- tion All Ages</u>	<u>Popula- tion Ages 6-11</u>	<u>No. of Dwelling Units</u>	<u>Popula- tion All Ages</u>	<u>Popula- tion Ages 6-11</u>
<u>Central Springfield</u>						
Deadmond Ferry	131	460	70	665	3,030	380
Game Bird	230	605	120	1,215	4,255	530
Beverly Park	141	495	75	680	2,380	300
North Fifth Street	263	920	140	854	2,900	360
Page	167	585	90	1,020	3,460	435
Hayden Bridge	38	135	70	732	2,565	370
Seavey Crossing	58	205	30	1,101	3,850	480
North Garden Way	281	985	145	715	2,505	315
South Garden Way	483	1,610	235	1,651	5,445	650
Moffitt	585	2,050	310	925	3,240	385
Maple	1,224	4,275	640	1,719	5,875	720
Willamette Heights	102	355	55	762	2,675	335
Brattain	935	2,655	340	1,049	2,985	360
Commercial and industrial areas	328	885	90	328	885	90
Other land parcels	7	25	--	7	25	--
Subtotal	4,973	16,445	2,410	13,623	46,075	5,710
<u>Douglas-Thurston</u>						
Middle Fork	72	250	40	1,027	3,595	450
Douglas-Morrow	477	1,670	250	602	2,105	260
North Mt. Vernon	222	775	115	712	2,490	310
South Mt. Vernon	61	215	30	1,002	3,505	440
South High 330000	267	935	140	1,090	3,815	475
East Thurston	159	555	85	1,084	3,795	475
West Thurston	168	590	90	1,200	4,200	525
Commercial and industrial areas	359	1,200	85	359	1,260	85
Other land parcels	35	125	15	35	125	15
Subtotal	1,820	6,375	850	7,111	24,890	3,035
Total Urbanizing Center	26,873	87,955	10,985	68,048	231,900	28,250

TABLE 1 (continued)

POPULATION OF THE EUGENE-SPRINGFIELD METROPOLITAN REGION

	Estimated			Projected		
	No. of Dwelling Units	Popula- tion All Ages	Popula- tion Ages 6-11	No. of Dwelling Units	Popula- tion All Ages	Popula- tion Ages 6-11
<u>Peripheral Areas</u>						
Junction City Area	1,363	4,770	595	--	--	--
Coburg Area	530	1,855	230	--	--	--
Lone Pine-Irving	505	1,765	220	--	--	--
Fern Ridge Reservoir	1,088	3,800	475	--	--	--
Spencer Butte-Goshen	318	1,115	120	--	--	--
McKenzie View	63	220	25	--	--	--
Cedar Flat	57	200	20	--	--	--
 Total Peripheral Areas	 3,924	 13,725	 1,685	 7,848 ^a	 29,450 ^a	 3,370 ^a
 Total Metropolitan Region	 30,797 ^b	 101,680 ^b	 12,670 ^b	 75,896	 261,350	 31,620

^a No separate projections were made for the peripheral planning areas.

^b The 1957 dwelling unit counts generally did not include motels, trailers, and hotel rooms used as permanent dwellings and did not include a complete inventory of fraternity and sorority housing and similar student facilities. Adding these units to the above total results in a population estimate for the metropolitan region of around 106,000.

Commercial Land Use

In planning for commercial uses, it would appear that existing commercial zoning, in terms of the total amount of land involved, is adequate to accommodate the needs of a much larger population than is presently served. With few exceptions no land has been specifically designated for commercial use beyond that which is presently zoned for this purpose. It is recognized, however, that some additional commercial zoning may be desirable as the region develops, particularly in outlying areas. Experience suggests that land zoned for commercial use too far in advance of the time it is likely to be developed for this purpose tends to acquire a speculative value that retards its development. Accordingly, it is suggested that additional land be zoned for commercial use only when there is a clear indication of need and a likelihood of development, and where the location in question is suitable for this purpose in terms of the probable effect on local traffic patterns and on other land uses in the immediate area. Controversies over the location of commercial zoning in the various parts of the metropolitan region can be minimized if the city and county adopt a policy with reference to suitable locations for commercial uses.

Land use studies in more urbanized parts of the country indicate that ratios of 0.2 to 0.3 acres of commercial land per 100 persons are common. In recent surveys made in 27 Oregon cities the median ratio was 0.5 acres of commercial land per 100 persons. Nine cities had this median ratio, and in 18 cities the ratio ranged from 0.4 to 0.6 acres per 100 persons. At a ratio of 0.5 acres of commercial land per 100 persons the urbanizing center would have 1,200 acres in commercial use by the time the population reached the projected 232,000, or about twice the amount of land in commercial use at the present time.

From the foregoing it can be seen that a relatively small proportion of the total area of the city is needed for commercial purposes. Care should be taken to avoid zoning more land for commercial use than is likely to be needed within a reasonable time.

Industrial Land Use

Three major areas of industrial development are indicated in the land use plan -- the West Industrial area in the western part of Eugene, an area north of Eugene between the main line railroads, and the East Industrial area in the northeastern part of Springfield. Concentrating industrial activities in these areas will help to minimize conflicts with other land uses. A more detailed study of industrial land requirements in the region is one of the next phases of the metropolitan planning program. It will provide a basis for allocating land to particular industrial use categories.

School Sites

There are presently 33 elementary schools, 9 junior high schools, and 4 senior high schools within the urbanizing center. In addition, 6 elementary

school sites, 2 junior high school sites, and 2 senior high school sites have already been acquired but are not yet developed. The population projections for the various parts of the urbanizing center indicate that a total of 65 elementary schools, 19 junior high schools, and 12 senior high schools will be needed when the urbanizing center approaches full development.

In planning for schools and for parks and recreation facilities, most of the proposals are made within the framework of the neighborhood and planning area pattern. The basic principle that has been followed whenever possible in this study is that elementary schools and neighborhood parks should be centrally located within each neighborhood, and that so far as possible they should have adjoining sites. Children should be able to walk to school or to the park without having to cross busy streets and without traveling unnecessary distances. Locating schools and parks adjacent to one another helps to eliminate duplication of facilities and reduces the total amount of land needed for these purposes.

The standards used in this study to estimate school and park needs are based both on standards used by other agencies and on actual practice in the community. These standards have been reviewed by school and park officials of the region and have their general concurrence.

Minimum school site standards used in this report are as follows:

<u>School</u>	<u>School Minimum Site Standards</u> <u>Number of Acres</u>	<u>Suggested</u> <u>Maximum</u> <u>Enrollment</u>
Elementary	5 plus 1 additional acre for each 100 pupils	600
Junior high	10 plus 1 additional acre for each 100 pupils	800
Senior high	30 plus 1 additional acre for each 100 pupils	1,200

The National Council on Schoolhouse Construction^a suggests that an elementary school site have five acres plus one additional acre for each 100 pupils, that a junior high school have 20 acres plus one additional acre for each 100 pupils, and that a senior high school have 30 acres plus one additional acre for each 100 pupils. It is pointed out in a publication by that group that site size necessarily varies according to the type of school organization and the level of development in the school district, and that the suggested standards should be regarded as a minimum.

The Oregon State Department of Education has established the minimum standard elementary school site as five acres plus one additional acre for each 100 pupils and the minimum standard secondary school site as ten acres plus one additional acre for each 100 pupils. Standards used in the present study are the same as the state standards for elementary and junior high schools but are higher for senior high schools, which require considerable space for athletic and assembly facilities and for automobile parking. The generally

^a National Council on Schoolhouse Construction, Guide for Planning School Plants. The Council, George Peabody College for Teachers, Nashville, Tennessee. 1958. p. 23

higher level of activity at senior high schools also warrants sufficient open space and screening to protect nearby residences.

Projected needs for school classrooms are based on a standard of 25 pupils per classroom. This standard is recognized by local school officials and by many national school plant authorities.

Projections of school site needs indicate that around 700 acres of additional land must be provided for school purposes in the urbanizing center. This will result in about twice as much school site area as is presently owned by the school districts. Generally speaking, the earlier these new sites are acquired the better will be the opportunity to obtain suitable locations at the least cost.

Existing school site acreage and projected requirements are summarized by planning area in Table II. A more detailed breakdown indicating school age population, gross site area, net open area, and number of classrooms is provided in Table III, page 12.

TABLE II
EXISTING AND PROJECTED SCHOOL SITE AREA
Urbanizing Center

<u>Planning Area</u>	<u>Existing Site Area (in acres)</u>	<u>Projected Site Area (in acres)</u>
Central Eugene	204	300
Bailey Hill	25	95
Willakenzie	85	242
River Road	74	205
Danebo-Bethel	87	166
Central Springfield	126	242
Douglas-Thurston	109	160
Total	710	1,410

No school site proposals have been made in the peripheral areas since their development patterns are not yet clear. An inventory of existing school site area and classroom facilities is shown by planning area in Table IV, page 14.

Park Sites

In this study parks and recreation facilities are classified according to the areas they serve -- a single neighborhood, a group of neighborhoods, or the region as a whole. Facilities serving a group of neighborhoods are called community facilities. Minimum site standards have been established for each type of facility, based on population ranges of the different neighborhoods

and on considerations of design, administration, and maintenance. These minimum site standards are as follows:

<u>Park and Recreation Facility Minimum Site Standards</u>	
<u>Facility</u>	<u>Minimum Size (in acres)</u>
Neighborhood park (integrated with a standard elementary school)	3
Neighborhood park (individual site)	5
Community park (integrated with a standard junior high school site)	9
Community park (integrated with a standard high school site)	3
Community park (individual site)	12
Regional park (individual site)	15

Where parks are integrated with schools, the above standards are only for park area. It is assumed that the school site conforms to school standards. Although only three acres of park land are recommended as a minimum for integration with a senior high school, the school will generally have a large auditorium, a gymnasium, a stadium, and a track, all of which are not usually found at a junior high school.

While it is convenient for planning purposes to place park and recreation facilities in separate categories, in practice some of the distinctions tend to be obscured. A community or regional park, for instance, is likely to serve some of the purposes of a neighborhood park for persons who live nearby. On the other hand, certain regional facilities -- for example Fern Ridge Reservoir facilities and Armitage State Park -- serve a considerably larger area than the metropolitan region.

Where land is to be developed for regional park and recreation use, 15 acres should generally be regarded as a minimum site. Of course, many regional facilities should properly be of much larger size. On the other hand, certain special-use facilities cannot be judged by such standards. A rose garden or boat launching site, where not part of a larger regional facility, may be quite small in total area and still be regarded as regional in character.

Existing and proposed park acreage in the urbanizing center is indicated by type of facility in Table V, page 16.

The proposals for additional park and recreation facilities in the urbanizing center result in a ratio of park area to population that approximates the existing ratio. There are now 1,294 acres available for park and

TABLE III

SCHOOL SITES AND CLASSROOMS
Existing Facilities and Projected Needs
Urbanizing Center

Elementary Schools

Study Area	1958 School Age Population	Existing Facilities			Projected School Age Population	Total Projected Needs		
		Gross Area (in acres)	Open Area (in acres)	Number of Classrooms		Net		
						Gross Area (in acres)	Open Area (in acres)	Number of Classrooms
Central Eugene	4,055	93.51	60.14	165	6,135	124.63	87.03	253
Bailey Hill	490	24.97	10.08	30	1,660	33.65	23.95	74
Willakenzie	995	38.26	23.63	51	4,460	95.46	67.77	183
River Road	1,220	24.33	18.92	50	4,040	79.85	56.10	164
Danebo-Bethel	965	39.00	28.88	54	3,010	63.35	43.70	122
Central Springfield	2,410	69.69	30.73	92	5,710	116.37	78.80	237
Douglas-Thurston	835	19.70	15.00	36	3,020	67.00	47.30	123
Total	10,970	309.46	187.38	478	28,235	580.31	404.65	1,156
<u>Junior High Schools</u>								
Central Eugene	2,100	56.19	21.34	76	3,200	75.59	49.07	140
Bailey Hill	170	--	--	--	800	18.00	13.00	32
Willakenzie	580	11.62	9.94	17	2,650	67.20	48.25	106
River Road	610	12.22	6.35	21	2,015	46.72	30.75	81
Danebo-Bethel	480	14.09	9.01	16	1,510	36.00	25.85	60
Central Springfield	1,120	42.12	26.80	42	2,430	67.42	49.70	98
Douglas-Thurston	415	34.60	30.90	23	1,510	40.60	31.90	60
Total	5,475	170.84	104.34	195	14,115	351.53	248.52	577

TABLE III (continued)

SCHOOL SITES AND CLASSROOMS
Existing Facilities and Projected Needs
Urbanizing Center

Senior High Schools

<u>Study Area</u>	1958 School Age Population	<u>Existing Facilities</u>			Projected School Age Population	<u>Total Projected Needs</u>		
		Gross Area (in acres)	Open Area (in acres)	Number of Classrooms		Gross Area (in acres)	Open Area (in acres)	Number of Classrooms
Central Eugene	1,805	54.72	47.52	55	2,740	100.22	84.50	110
Bailey Hill	465	--	--	--	1,260	43.00	35.00	50
Willakenzie	580	35.68	--	--	2,650	79.18	63.18	106
River Road	610	37.23	24.55	37	2,015	78.73	57.95	81
Danebo-Bethel	480	33.51	22.51	28	1,510	67.00	57.50	60
Central Springfield	1,120	14.10	5.10	36	2,430	58.10	41.10	98
Douglas-Thurston	415	54.90	--	--	1,510	51.90	43.90	60
Total	5,475	230.14	99.68	156	14,115	478.13	383.13	565

TABLE IV
SCHOOL SITE AND CLASSROOM INVENTORY
Peripheral Area

Elementary Schools

<u>Planning Area</u>	<u>1958 School Age Population</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>Number of Classrooms</u>
Coburg	160 ^a	12.89 ^a	10.76	6
Junction City Area	715 ^b	10.14	7.16	33
Fern Ridge Reservoir	685	25.94	14.11	29
Lone Pine-Irving	50	1.00	0.77	2
Spencer Butte-Goshen	190	9.11	7.69	7
McKenzie View	---	---	---	---
Cedar Flat	---	---	---	---
Total	1,800	59.08	40.49	77

Junior High Schools

Coburg Area	---	---	---	---
Junction City Area	200 ^c	12.13	10.17	15
Fern Ridge Reservoir	---	---	---	---
Lone Pine-Irving	---	---	---	---
Spencer Butte-Goshen	---	---	---	---
McKenzie View	---	---	---	---
Cedar Flat	---	---	---	---
Total	200	12.13	10.17	15

^a The Coburg grade school building contains grades 1 through 6 and the high school building contains grades 7 through 12. The district operates under an 8-4 system. The elementary school and high school are located on the same site

^b Junction City School District No. 69 operates under a 6-2-4 system

^c Elmira School District No. 139, Veneta School District No. 28, and Union High School District No. 4 all operate under an 8-4 system

TABLE IV (continued)
SCHOOL SITE AND CLASSROOM INVENTORY
Peripheral Area

Senior High Schools

<u>Planning Area</u>	1958 <u>School Age Population</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>Number of Classrooms</u>
Coburg Area	160	(12.89 ^a)	(10.76 ^a)	8
Junction City Area	425	25.00	21.24	13
Fern Ridge Reservoir	305	5.46	3.97	15
Lone Pine-Irving	--	--	--	--
Spencer Butte-Goshen	--	--	--	--
McKenzie View	--	--	--	--
Cedar Flat	--	--	--	--
Total	890	30.46	25.21	36

^a The Coburg grade school building contains grades 1 through 6 and the high school building contains grades 7 through 12. The district operates under an 8-4 system. The elementary school and high school are located on the same site

TABLE V

DISTRIBUTION OF PARK AND RECREATION AREA, BY TYPE OF FACILITY
Urbanizing Center

Planning Area	Existing Area (in acres)				Proposed Area (in acres)			
	Net Open			Acres Per 100 Persons	Net Open			Acres Per 100 Persons
	Park Area	School Area	Total Area		Park Area	School Area	Total Area	
Central Eugene	75.22	60.14	135.36	0.35	112.34	87.03	199.37	0.37
Bailey Hill	15.48	11.22	26.70	0.76	25.78	23.95	49.73	0.33
Willakenzie	5.50	23.63	29.13	0.42	54.90	67.77	122.67	0.34
River Road	--	18.92	18.92	0.20	31.10	56.10	87.20	0.28
Danebo-Bethel	13.76	26.88	40.64	0.60	27.76	43.70	71.46	0.30
Central Springfield	37.74	30.67	68.41	0.42	69.99	78.80	148.79	0.32
Douglas-Thurston	--	15.00	15.00	0.24	28.60	47.30	75.90	0.30
Total	147.70	186.46	334.16	0.38	350.47	404.65	755.12	0.33
<u>Community Facilities</u>								
Central Eugene	146.00	68.86	214.86	0.57	134.22	133.57	267.79	0.50
Bailey Hill	--	--	--	0.00	--	48.00	48.00	0.29
Willakenzie	--	9.94	9.94	0.14	27.90	111.43	139.33	0.39
River Road	8.30	30.90	39.20	0.42	33.20	88.70	121.90	0.39
Danebo-Bethel	33.42 ^a	31.52	64.94	0.97	90.21 ^a	83.35	173.56	0.72
Central Springfield	15.35	31.90	47.25	0.29	39.35	90.80	130.15	0.28
Douglas-Thurston	--	30.90	30.90	0.48	33.00	75.80	108.80	0.44
Total	203.07	204.02	407.09	0.46	357.88	631.65	989.53	0.43

^a The existing and proposed park area totals include 19.46 acres devoted to roadside parks along U. S. Highway 99 in the Danebo-Bethel planning area

TABLE V (continued)

DISTRIBUTION OF PARK AND RECREATION AREA, BY TYPE OF FACILITY
Urbanizing Center

<u>Planning Area</u>	<u>Existing Area (in acres)</u>			<u>Proposed Area (in acres)</u>		
	<u>Acres</u>			<u>Acres</u>		
	<u>Total</u>	<u>Per 100</u>		<u>Total</u>	<u>Per 100</u>	
	<u>Area</u>	<u>Persons</u>		<u>Area</u>	<u>Persons</u>	
Central Eugene	211.76			340.36		
Bailey Hill	--			--		
Willakenzie	312.64			1,102.00		
River Road	11.00			266.00		
Danco-Bethel	--			--		
Central Springfield	18.00			33.00		
Douglas-Thurston	--			190.00		
Total	553.40	0.63		1,931.36	0.83	

recreation use, or 1.47 acres per 100 persons. The various proposals provide a total of 3,676 acres of park and recreation land, or 1.59 acres per 100 persons, according to estimates of what the future population will be when the various planning areas in the urbanizing center are fully developed. The proposals actually result in a slight decrease in the ratio of neighborhood and community park area to population and an increase in the ratio of regional park area to population. These relationships are indicated in Table VI.

TABLE VI
TOTAL PARK AND RECREATION LAND BY TYPE OF FACILITY
Including School Open Space
Urbanizing Center

	Existing		Proposed	
	Acres	Acres Per 100 Persons	Acres	Acres Per 100 Persons
All park and recreation land	1,294	1.47	3,676	1.59
Neighborhood	334	0.38	755	0.33
Community	407	0.46	990	0.43
Regional	553	0.63	1,931	0.83

The acreage figures for neighborhood and community parks include school playgrounds. Fifty-three per cent of the area classified as being available now for neighborhood and community recreation use is school land. The various proposals together would increase this proportion to 59 per cent. If school and recreation facilities are not integrated to the extent contemplated in the plan, additional park land beyond what is recommended would be necessary to reach the same standard.

Regional park proposals reflect the desirability of preserving a substantial amount of river frontage for public use. Some of the land proposed for regional recreation use cannot readily be developed for other purposes. This is particularly true of the regional park proposals in the western part of the Willakenzie planning area, where much of the land is scarred by gravel pit operations. The total acreage in regional parks includes the large site in the Willakenzie area recently acquired by the University of Oregon for development as a stadium.

Of all the various planning areas, the Central Eugene area has the greatest amount of park and recreation land at the present time. This is a result of an extensive city program which has been underway for many years. Even so, the plan would provide a 44 per cent increase in the park and recreation land in this planning area. However, this compares with a 184 per cent increase in park land proposed for the urbanizing center as a whole. Most deficient in park and recreation land are the River Road and Douglas-Thurston planning areas. The plan would result in increases of 588 per cent and 715 per cent respectively in these two areas. This would bring park acreage in these areas to the same standard as that proposed for the Central Eugene

planning area, or about 1.5 acres per 100 persons. The total amount of existing and proposed park land in each planning area in the urbanizing center is indicated in Table VII.

TABLE VII
PARK AND RECREATION LAND BY PLANNING AREA
Including School Open Space
Urbanizing Center

Planning Area	Existing		Proposed		Per Cent Increase
	Area in Acres	Acres Per 100 Persons	Area in Acres	Acres Per 100 Persons	
Central Eugene	562	1.46	808	1.51	44
Bailey Hill	27	0.77	98	0.60	263
Willakenzie	352	5.08	1,364	3.83	288
River Road	69	0.73	475	1.52	588
Danebo-Bethel	105	1.56	244	1.02	130
Central Springfield	133	0.81	312	0.68	133
Douglas-Thurston	46	0.72	375	1.51	715
Total	1,294	1.47	3,676	1.59	184

No additional sites have been proposed in the peripheral areas, although opportunities to acquire desirable park sites in outlying parts of the metropolitan region should not be overlooked. Urbanization is not likely to jeopardize site acquisition in these areas for some time to come, except in the Junction City and Coburg areas, where further study is needed. The amount of existing park and recreation land in the peripheral areas is indicated by planning area in Table VIII.

TABLE VIII
PARK AND RECREATION FACILITY INVENTORY
Including School Open Space
Peripheral Areas

Planning Area	Park Area (in acres)	School Open Area (in acres)	Total Area (in acres)
Coburg Area	--	10.76	10.76
Junction City Area	4.74	38.57	43.31
Fern Ridge Reservoir	225.00	18.03	243.08
Lone Pine-Irving	9.30	2.77	12.07
Spencer Butte-Goshen	280.00	7.69	287.69
McKenzie View	--	--	--
Cedar Flat	--	--	--

Major Thoroughfares

The system of major trafficways proposed in the development plan is aimed at providing for fast, safe vehicle movement between the various parts of the metropolitan region. Proposals involving new right of way assume that all the major thoroughfares recommended in the study will be built to freeway or expressway standards. Sufficient right of way should be acquired to assure full access control in order that these major routes will be preserved as through traffic carriers. Right of way should be sufficiently wide to allow for four travel lanes, a median strip, and interchanges. Where necessary to protect adjacent land uses from the noise and other depreciating effects of heavy traffic, additional width is desirable to provide space for landscaping and other buffer devices.

A more detailed plan for a system of major trafficways is being prepared as a part of the next phase of the metropolitan planning program. This study will be based on projected traffic volumes as indicated by probable population densities in various parts of the metropolitan region and by the probable traffic generating capacity of commercial and industrial centers.

CENTRAL EUGENE PLANNING AREA

CENTRAL EUGENE PLANNING AREA

The Central Eugene planning area includes most of the city of Eugene and much of the surrounding area to the south and east, including the unincorporated community of Glenwood. The planning area is generally bounded on the north and east by the Willamette River, and on the west by Highway 99 North, McKinley Street, the Amazon drainageway and Chambers Street. For the most part, the southern boundary is identified by various section lines felt to be beyond the area of likely urbanization rather than by any significant physical division. The western boundary was dictated by limitations of the drawing scale rather than by a significant division of land development.

North of 18th Avenue between Walnut Street on the east and Chambers Street on the west the area is generally flat, with Skinner's Butte rising abruptly near the river. South of 18th Avenue the topography begins to rise, in some areas quite sharply. The Amazon drainageway begins south of the planning area at the base of Spencer's Butte, near Martin Drive, and follows in a northwesterly direction along a small valley to 17th Avenue and then moves westerly toward Fern Ridge Reservoir. Much of the urban area to the east and west and the forested area on the north slope of Spencer's Butte is drained by this drainageway.

It has been assumed that all of the planning area will eventually be developed for urban purposes with the exception of a small portion in the southwest and southeast which is likely to remain rural in the foreseeable future. In planning for schools, parks, streets, and other public facilities the probability of low density residential development in much of the hilly area to the south has been taken into account in projecting populations.

The planning area contains fourteen neighborhoods, one sub-neighborhood, and two major non-residential areas. Excluded from the neighborhood pattern are the central business district, the Glenwood industrial district, other commercial and industrial areas, and several regional parks.

The first part of this report is concerned primarily with the development of the entire planning area. The second part deals with the individual neighborhoods.

I. THE PLANNING AREA

Population

At the time of the land use survey in 1957, the Central Eugene planning area contained 12,495 dwelling units. This figure did not include trailer houses, apartment hotels, and certain semi-transient facilities, except in the Glenwood district where a special trailer house count was taken.

Based on the number of permanent dwelling units and an estimate of the average number of persons living in each dwelling unit, the population of the planning area is calculated to be 38,530.

It is estimated that if the remaining vacant lands that are likely to be used for residential purposes are actually developed, the area could accommodate 16,335 dwelling units and have a population of about 53,590 persons. Appropriate space allowances have been made in the projections for streets and other public facilities in connection with the development of land that is presently vacant.

The areas projected for commercial and industrial use presently contain approximately 3,899 dwelling units with an estimated population of 10,725 persons. For purposes of reference the major commercial and industrial area, including the central business district and the area to the north, has been designated as the Central District.

Eugene City was incorporated by legislative act October 17, 1862, and the boundaries were defined as extending one-half mile from the four sides of the county court house square. Two years later, in 1864, the name of the city was changed to Eugene and its area was reduced to 148 acres. Several homes built prior to 1900 still remain in the Central District near the butte. Several old barns and other landmarks bear witness to the growth of the city in this vicinity prior to the turn of the century. Some newer residential development is noticeable within the Central District. For the most part, however, the area is being given over to new commercial and industrial growth. For the purposes of this analysis it has been assumed that approximately three-fourths of the existing dwellings will have been replaced by other uses when the Central District reaches full development, and the persons residing in this district will gradually move to residential areas in the region.

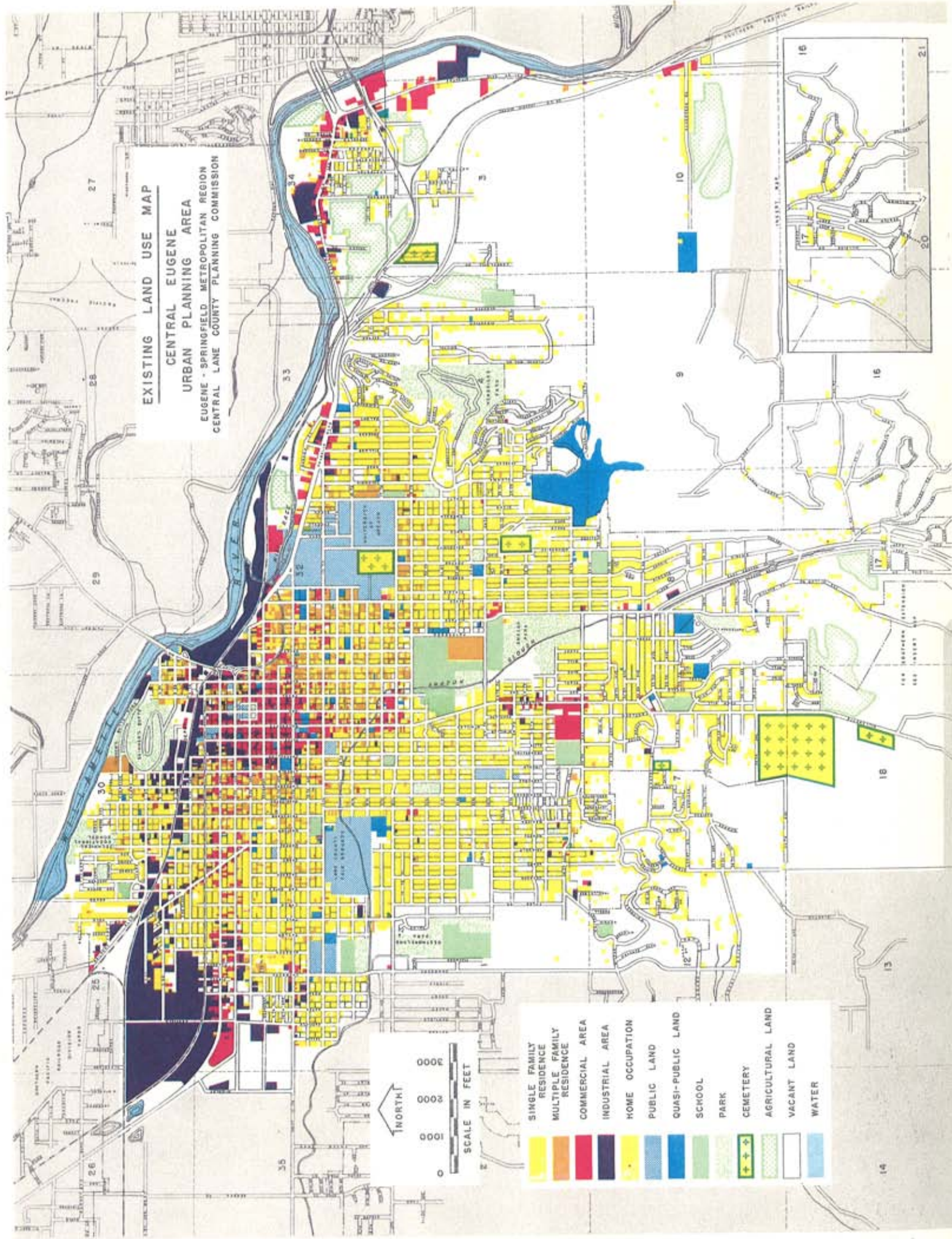
The number of dwelling units and estimated population of the various neighborhoods in 1957 and the projected number of dwelling units and population at full development are indicated in Table I.

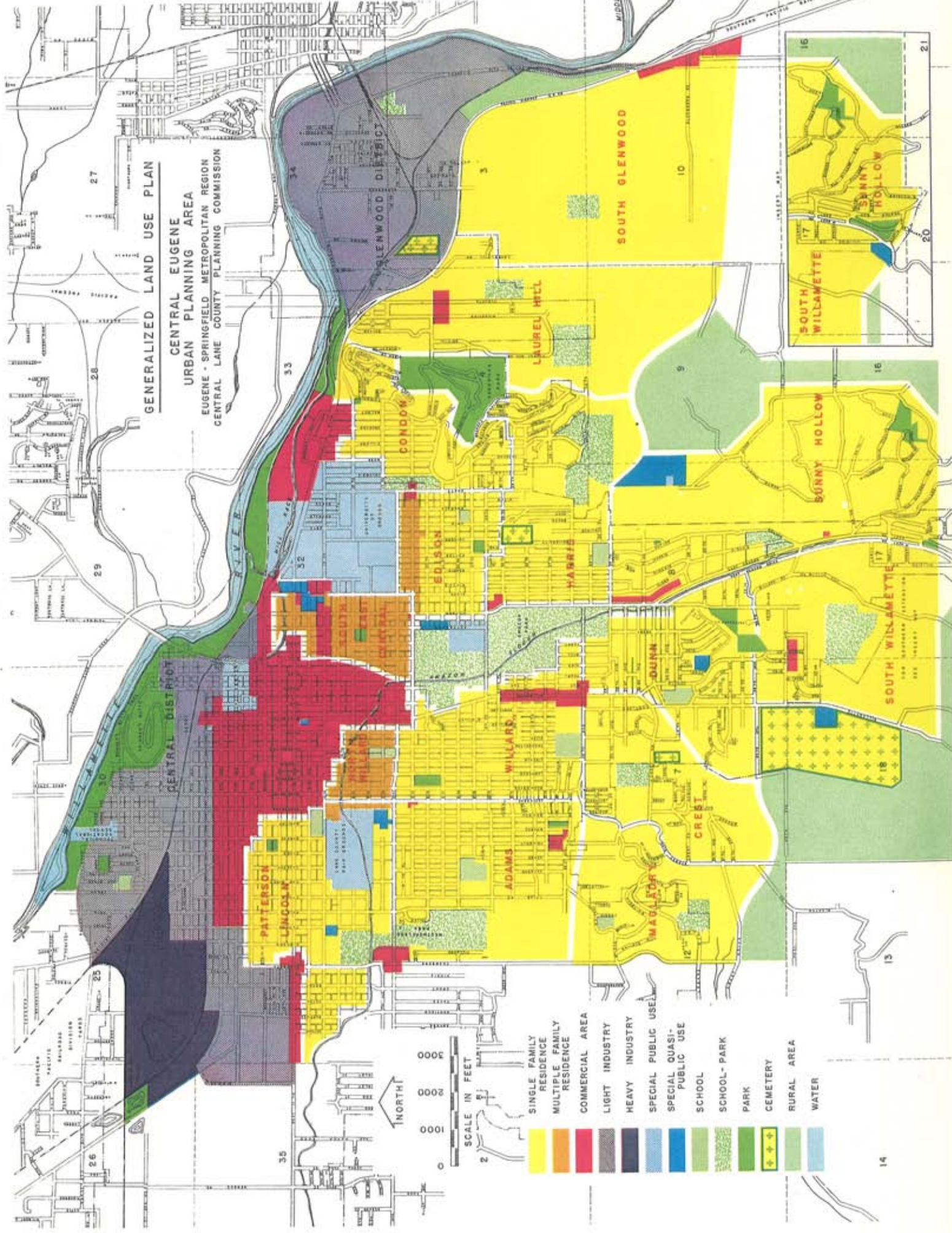
Land Use

In the land use plan the existing central business district has been extended westward from the half block between Washington and Lawrence streets to the half block between Jefferson and Madison streets. The central business district as shown in the land use plan contains 344.67 gross acres, which is approximately 12 per cent more land than is presently zoned for commercial purposes in the Central District. Of this area, 115.60 acres or 33.5 per cent of the total is devoted to streets. Currently 147.61 acres are in residential use and 8.20 acres are vacant. Commercial uses occupy 73.26 acres. While some residential use is likely to remain permanently in the central business district, commercial zoning for three times the amount of land currently in commercial use should be adequate.

The 1957 land use survey report points out that 4.8 per cent of the developed area in the city of Eugene is devoted to commercial purposes and that there are .55 acres of commercial land per 100 persons in the city. This figure is significantly larger than the amount of commercial area typical of a city the size of Eugene. It is no doubt the result of the substantial growth outside the city that is serviced by commercial development in the city. Virtually all of this commercial development is in the Central Eugene planning area.

EXISTING LAND USE MAP
CENTRAL EUGENE AREA
URBAN PLANNING AREA
EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION





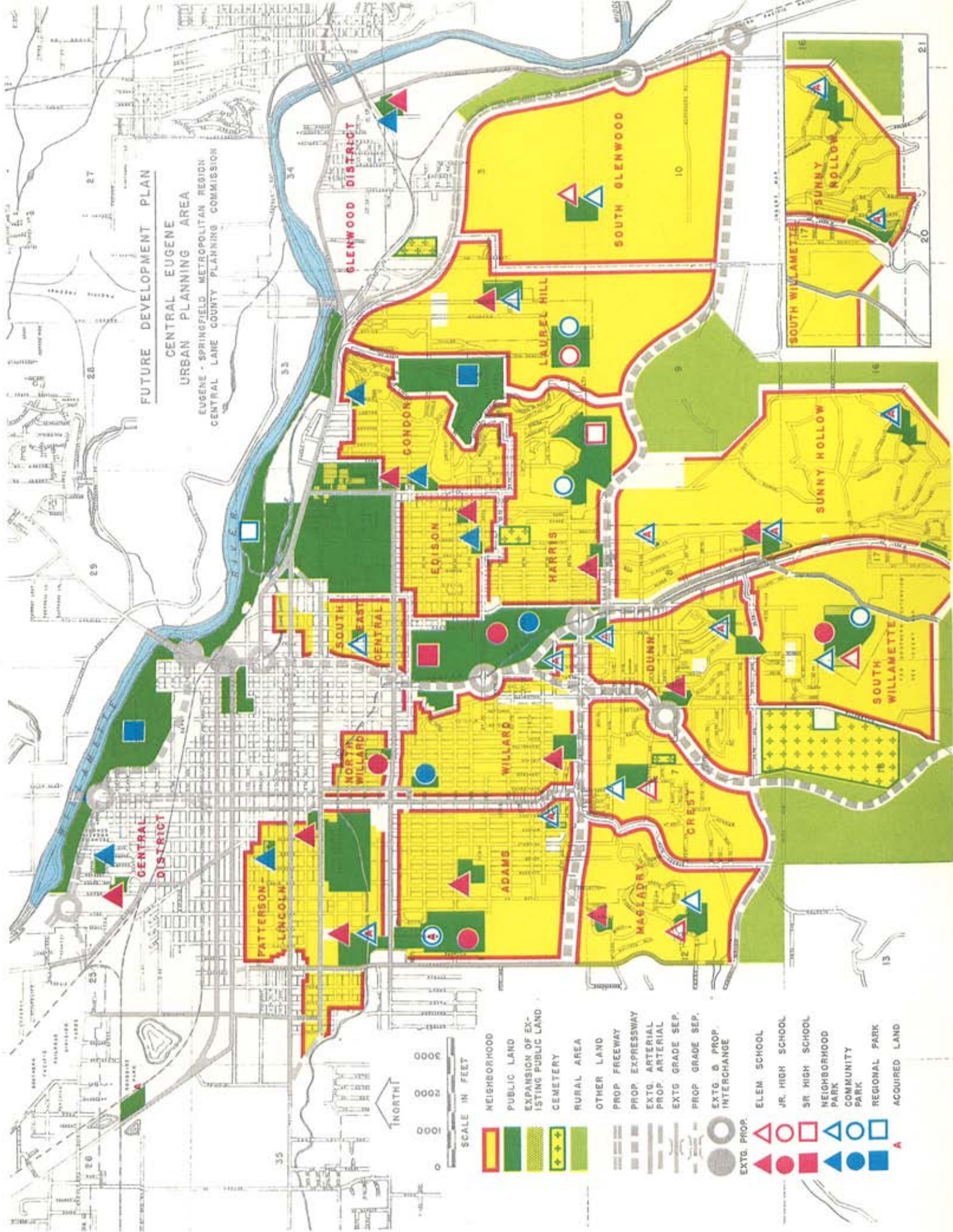


TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Central Eugene Planning Area

Neighborhood	1957		Projected	
	Dwelling Units	Popula- tion	Dwelling Units	Popula- tion
Braes-Magladry*	130	430	453	1,585
Patterson-Lincoln	1,363	3,955	1,432	4,150
Adams	781	2,635	1,265	4,260
North Willard	553	1,440	676	1,755
Southeast Central	1,044	2,685	1,180	3,025
Sunny Hollow	283	990	1,008	3,530
Dunn	621	2,050	954	3,150
Crest	259	855	722	2,385
South Willamette	139	485	868	3,040
Willard	898	2,695	1,362	4,085
Condon	714	2,140	854	2,560
Edison	732	2,050	741	2,225
Harris	692	2,285	995	3,285
South Glenwood	53	185	1,329	4,650
Laurel Hill	185	650	777	2,745
University of Oregon dormitories	--	1,860	--	2,200
University of Oregon expansion area	149	415	--	--
Central District: Commercial and industrial areas	3,199	8,450	1,019	2,685
Franklin Boulevard Commercial area	89	250	89	250
Glenwood District: Commercial and industrial area	382	1,340	382	1,340
Trailer houses	229	685	229	685
TOTAL	12,495	38,530	16,335	53,590

* Only the Magladry portion of the Braes-Magladry neighborhood appears within the Central Eugene planning area. The combined projected population of the two sub-neighborhood areas is 2,755 persons

At the time of the land use study, 351 acres or 4.85 per cent of the area of Eugene was zoned for commercial use. While 254 acres were used for commercial purposes, 109 acres, or 43 per cent of the commercially used land were outside districts zoned commercial. Thus only 41 per cent of the land now zoned commercial is used for commercial purposes. While zoning should gradually reduce the commercial encroachment into residential districts, commercial activity in some industrial districts can be expected not only to continue but also to increase with community growth. Considering that commercial land use in the future is likely to be a smaller percentage of the total city area, and that there is liberal zoning presently in effect for commercial purposes, only a small increase in commercial zoning in the Central District is recommended.

The land area north of 5th Avenue to the river now contains seven separate zoning classifications. As shown in the land use plan the area extending northward from the half block between 5th and 6th avenues has been designated for light and heavy industrial development.

An industrial subdivision is located in the Central District on McKinley Street just south of Highway 99 North. This planned industrial tract contains 80 acres, of which 22.3 acres have been developed. Improvements within this industrial tract include paved streets, railroad drill tracks, sanitary sewers, storm sewers, and water and electric utilities. That portion of the industrial tract east of McKinley Street appears in the Central Eugene land use plan, while the remaining west portion of the tract appears in the Bailey Hill land use plan.

The area north of the center line of the proposed 1st Avenue to 4th Avenue connector and its extension northwest along the river (the proposed dike road) has been indicated for future park development.

Approximately 2.12 per cent of Eugene's developed area is devoted to multi-family dwellings. While 2.95 per cent of the total area of the city is zoned for multi-family use, only 35 per cent of the land actually used for multi-family dwellings is in multi-family zones. Nearly 30 per cent is within commercial zones. The significance of the Central Eugene area as a multiple dwelling area is indicated by the fact that in Springfield only 0.48 per cent of the developed area is devoted to multi-family use.

Two multi-family residential areas adjacent to the central business district appear in the land use plan. These two areas have already demonstrated their appropriateness for multi-family development, particularly the area between the business center and the university. These areas can best serve their purpose as apartment areas if protected from further commercial encroachment.

The area northeast of the University of Oregon has been designated as the Franklin Boulevard Commercial Area and has been shown in the land use map as commercial. This area presently contains some limited industrial uses, including a large bakery, a bottling plant, and a greenhouse nursery. Other uses include numerous motels and eating establishments and two large super markets. The area also contains several service stations, one new car

and numerous used car sales establishments, and some smaller commercial and industrial concerns. This same area has five separate zoning classifications ranging from single-family residential to light industrial.

The area has been shown in the land use plan as a commercial instead of a light industrial area. This is more in keeping with current predominant uses and better reflects the intent of the limited industrial zone classification that now applies along the highway frontage.

The unincorporated community of Glenwood is situated in the eastern portion of the planning area between U. S. Highway 99 and the Willamette River. This area has five separate zoning classifications. The area is unique in that it contains the largest number of different land uses of any area within the metropolitan region. Not too many years ago this area was the south gateway to both Eugene and Springfield, and continues to serve today as a corridor between the two cities.

The ultimate plan suggests that the area become light industrial, with emphasis on warehousing for storage and shipment of consumer goods.

Slightly over half of the land in Glenwood, approximately 54 per cent, is developed. Of the developed area, approximately 27 per cent is residential; 21 per cent is commercial; and 21 per cent is industrial, with the remaining area given over to streets and public area. Residential development for the most part is of a low quality. The Glenwood area contains several trailer parks, which are classified as commercial uses. Indications are that more trailer parks can be expected in this area.

Because of hilly topography a portion of the land between the Southern Pacific Railroad and the Pacific Highway has questionable value for industrial use. This area has been designated as rural in the land use plan. The land north of the railroad is generally flat and would be acceptable for warehousing and limited industrial usage.

Several commercial areas appear in the land use plan in residential areas. All of these areas are presently zoned for commercial use, and a few have experienced some commercial development. In all cases, however, development has been limited and the metropolitan region has yet to see an organized and fully integrated community shopping center development. As the planning area undergoes further urbanization the need for some additional shopping areas may possibly become evident, but the number should not be great since nearly all of the homes in the area are within a mile of existing commercial sites.

Very little mixed land use has occurred in areas designated in the land use plan for continued residential development. There are a few commercial, light industrial, and heavy industrial operations which existed prior to any zoning. Part of the area outside the city is still unzoned, and in some instances substantial residential values are being unnecessarily exposed to the risk of non-residential encroachment.

Considerable vacant land exists along the periphery of the planning area. Much of this land is hilly and has experienced only scattered

residential growth. These areas will continue to develop, although at densities less than on the flat lands. Considerable residential development has occurred in the less steep area to the southwest during the last ten years. Because of soils that cause drainage and septic tank effluent disposal problems, new construction does not tend to get as far ahead of sanitary and storm sewer construction in this area as in the areas to the north of the city.

Major Streets

A glance at the thoroughfare pattern reveals that the Central Eugene planning area contains the largest concentration of traffic-carrying routes of any planning area within the metropolitan region. A system of expressways and freeways is proposed to replace the present system in which various local streets are used as major traffic carriers.

The principal north-south traffic route will be the Spencer Butte Expressway. The portion of expressway extending from 30th Street at the city limits to a point south of Bloomberg Road and the Pacific Freeway is a part of the federal aid secondary program (FAS 859, County) and will provide a new south entrance to the greater Eugene area. An urban extension of this federal aid secondary route to connect with the federal aid system within the city (6th and 7th avenues, FAP 3) basically qualifies for federal aid, but is subject to acceptance by state and federal officials.

The southeast Eugene entrance will provide rapid, safe travel to the city center along the northern portion of the Spencer Butte Expressway. The southeast peripheral expressway from the Pacific Freeway connects with the proposed south peripheral expressway at Hilyard Street and 29th Avenue, and moves westward toward Chambers Street.

There are several expressway and freeway proposals in the north portion of the planning area. The development plan shows the 1st to 4th avenue connector as having expressway status. Westward from the interstate extension interchange to be built at Washington and Jefferson streets, the proposed dike road will provide a continuing travel route from the 4th Avenue and Ferry Street Bridge interchange to the River Road and Danebo-Bethel areas. These two thoroughfares provide a circumferential route which by-passes the central business district. Each of these proposals was recognized by the state highway department in its Eugene-Springfield area origin-destination study and route analysis in 1951. At that time the highway department recommended that each route should be placed on the city's immediate program and should have adequate right of way to provide for four moving lanes of traffic.

It is proposed in the development plan that the federal aid interstate freeway (FAI-1) connecting the Pacific Freeway to the Jefferson Street Bridge be extended south at freeway standards beyond the bridge to 7th Avenue. This extension would tie the interstate system to major east-west arterials within the city. Washington and Jefferson streets will serve as one-way couplets from 7th Avenue south to 19th Avenue, with Jefferson Street continuing south to 29th Avenue (South Peripheral Road) as a major arterial. 6th and 7th

avenues, and 11th and 13th avenues, will continue to serve as east-west one-way couplets. Several other streets have been recognized as major arterials in the land use plan, including Chambers Street, Garfield Street, and 18th Avenue.

Schools

Future Enrollment. The forecast of future school-age population indicates that elementary enrollment will range from about 125 pupils in the North Willard neighborhood to 580 pupils in the South Glenwood neighborhood. School enrollment projections are based on the analysis of probable population densities in the various neighborhoods at full development. Existing and projected school enrollments are indicated in Table II.

Location of School Sites. A principal consideration in establishing the neighborhood pattern was that each neighborhood should have a population large enough to support its own elementary school, and that each school should occupy a more or less central location within the neighborhood.

The Central Eugene planning area contains twelve existing elementary schools. A thirteenth, the Ellis R. Parker Elementary School, is under construction. In relation to neighborhood boundaries, three of the twelve existing sites are more or less centrally located within their respective neighborhoods. Six elementary schools are located directly on existing or proposed major thoroughfares, while four schools are on the edge of the neighborhood they will be expected to serve.

In almost every instance, neighborhood boundaries have been projected along major thoroughfares in order that busy traffic will move along the periphery of the neighborhood. Arbitrary boundaries have been drawn only in a few cases where the thoroughfare pattern did not provide suitable boundaries.

School Site Requirements. The twelve existing elementary schools in the Central Eugene planning area contain a total of 157 classrooms. There is one undeveloped elementary school site in the South Willamette neighborhood, while Ellis Parker Elementary School in the Sunny Hollow neighborhood will contain eight classrooms and is scheduled for completion in 1960. By comparison there is a projected need for 253 classrooms at full development, or a need for 88 additional classrooms.

Based on the projections of school-age population for the various neighborhoods, three additional elementary school sites will be needed in addition to the site in the South Willamette neighborhood: one to serve South Glenwood neighborhood, one to serve Crest neighborhood, and one to replace the present Stella Magladry school. Replacement of the Stella Magladry school would increase the number of new classrooms required to 94. Based upon projected enrollment and existing acreage, additional property may be required in conjunction with six existing elementary schools.

There are three junior high schools and one undeveloped junior high school site presently in the Central Eugene planning area, with a total area of

56.03 acres. The three schools contain 76 classrooms. At full development the planning area will need five junior high schools, increasing the total number of classrooms needed to 140 and the total amount of land required to 75.61 acres.

South Eugene High School contains 55 classrooms on a site of 54.72 acres. The enrollment for 1957-58 was 1,690 pupils, or approximately 30 students per classroom. The projected enrollment is 1,395, or 295 pupils less than currently attend. It will be noted that two additional classrooms to serve a smaller enrollment than presently attends this high school have been projected in Table II.

Local school officials and many national school plant authorities recognize a standard of 25 pupils per classroom for primary and secondary plants. This standard has been adopted for projecting classroom needs throughout the metropolitan region.

A senior high school will be needed eventually to serve the eastern portion of this planning area. Projected high school population figures indicate this school should have 54 classrooms and occupy a site of at least 45.5 acres. Part of the high school enrollment from Patterson-Lincoln neighborhood and all the enrollment from Magladry neighborhood will be served by a third high school in the Bailey Hill planning area to the west.

TABLE II

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Central Eugene Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Braes-Magladry</u> Stella Magladry	90 ^a	4.41 ^b	3.89	6	305 ^c	10.00 ^b	7.00	12
<u>Patterson-Lincoln</u> Patterson	435 ^d	8.40	5.20	12	450 ^e	8.40	5.10	18
Lincoln	450 ^d	4.10	2.89	16	365 ^e	5.50	4.29	16
<u>Adams</u> Adams	330	10.33	8.85	16	535	10.33	7.83	21
<u>North Willard</u> None	(100) ^f				(125) ^f			
<u>Southeast Central</u> None	(200) ^f				(225) ^f			
<u>Sunny Hollow</u> Ellis R. Parker	150	7.31	5.31	8	440	7.31	5.00	18
<u>Dunn</u> Dunn	305	9.09	6.46	15	395	9.09	6.40	16
Subtotal	1,760	43.64	32.60	73	2,490	50.63	35.62	101

a Includes 25 elementary pupils from Braes sub-neighborhood, Bailey Hill planning area

b Topography and surrounding residential development prevent expansion of existing Magladry Elementary School. A new site has been proposed in the south-central portion of Braes-Magladry neighborhood

c Includes 105 elementary pupils from Braes sub-neighborhood, Bailey Hill planning area

d Includes 200 elementary pupils from Southeast Central neighborhood, 100 from North Willard, and 150 from Central District

e Includes 15 projected elementary pupils from Patterson-Lincoln neighborhood, 125 from North Willard, and 225 from Southeast Central neighborhood

f Elementary pupils to attend Lincoln Elementary School

g Scheduled for completion in early 1960

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Central Eugene Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Crest</u>								
Proposed school	130	--	--	--	300	8.00	5.00	12
<u>South Willamette</u>								
Proposed school	75	10.80 ^a	--	--	380	10.80 ^a	7.80	15
<u>Willard</u>								
Frances Willard	335	10.40	6.17	18	510	10.40	5.83	20
<u>Condon</u>								
Condon	340 ^b	2.61	1.84	14	350 ^c	6.26	5.25	14
<u>Edison</u>								
Edison	255	2.56	1.58	15	280	2.56	1.58	15
<u>Harris</u>								
Harris	285	7.20	5.39	18	410	7.20	5.39	18
<u>South Glenwood</u>								
Proposed school	30	--	--	--	580 ^d	11.00	8.00	23
<u>Laurel Hill</u>								
Laurel Hill	100	8.20	6.83	6	345	8.50	5.65	14
Subtotal	1,550	41.77	21.81	71	3,155	64.72	44.50	131

* Existing undeveloped site

a The Edgewood site contains 33.71 acres. The 10.80-acre elementary school site projection is two acres in excess of the state minimum, since a large portion of this site is on a hillside and may not all be usable for school purposes

b Includes 30 elementary pupils from Franklin Boulevard commercial area and 50 from the University of Oregon expansion area

c Includes 30 projected elementary pupils from Franklin Boulevard commercial area

d Of the 580 projected elementary pupils, 220 are in School District No. 4 and 360 in School District No. 19

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Central Eugene Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Central District</u>								
Whiteaker	460 ^a	4.12	2.49	14	205	5.30	3.67	14
<u>Glenwood District</u>								
Glenwood	285	3.98	3.24	7	285	3.98	3.24	7
Subtotal	745	8.10	5.73	21	490	9.28	6.91	21
TOTAL	4,055	93.51	60.14	165	6,135	124.63	87.03	253

^a It is estimated that there are 610 existing elementary pupils in the Central District. One-hundred fifty pupils have been included with the existing Lincoln Elementary School total and the remaining 460 pupils have been assigned to Whiteaker Elementary School

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Junior and Senior High Schools
Central Eugene Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms
<u>Junior High Schools</u>								
Thomas Jefferson	460	17.66	11.70	22	730	17.66	10.15	29
Roosevelt	495	15.03	8.12	23	645	15.03	8.00	26
Woodrow Wilson	605	3.50	1.52	31	465	4.90	2.92	31
Spencer Butte	330	20.00 ^a	---	---	755	20.00 ^a	15.00	30
Proposed school, Laurel Hill neighborhood	210	---	---	---	605	18.00 ^b	13.00	24
TOTAL	2,100	56.19	21.34	76	3,200	75.59	49.07	140
<u>Senior High Schools</u>								
South Eugene	1,085	54.72	47.52	55	1,395	54.72	47.00	56
Proposed school, Edison neighborhood	720	---	---	---	1,345	45.50	37.50	54
TOTAL	1,805	54.72	47.52	55	2,740	100.22	84.50	110

* Existing undeveloped site

^a A portion of this site is located on a hillside. The additional 2.5 acres provided in the projection are to allow for steeper portions of the site not usable for school purposes

^b A portion of the proposed site is located on a hillside. The additional two acres provided in the projection are to allow for steeper portions of the site not usable for school purposes

Parks and Recreation

All of the area within the city limits of Eugene is provided with park and recreation facilities by the city. The Glenwood area and the portions of South Glenwood and Laurel Hill neighborhoods east of Augusta Street and north of the east-west section line passing through the center of the South Glenwood neighborhood are within the Willamalane Park and Recreation District. Some overlapping of the city and district occurs where the city limits of Eugene extend eastward into the Glenwood area, with resulting duplication of taxation for this service.

Existing and proposed parks and recreation areas are listed by neighborhood in Table III. There are presently 135.36 acres available for neighborhood recreation use, of which approximately 80.22 acres are developed. This figure includes net open play areas at existing elementary schools. The projected neighborhood recreation areas in the Central Eugene planning area total approximately 199 acres.

Approximately 215 acres are presently available for community recreation purposes within the Central Eugene planning area. This figure represents a combined total of both developed and undeveloped sites and includes Westmoreland and Amazon parks; the Memorial Pool; and net open land available at Jefferson, Wilson, and Roosevelt junior high schools and at South Eugene High School. It is estimated that 129 acres, nearly 59 per cent of the land available for community recreational use, are presently developed.

Based on projections, there eventually will be about 268 acres devoted to community-type recreation facilities. This increase will result from the addition of two junior high schools, one senior high school, and a community park development in conjunction with each school.

The Central Eugene planning area contains two developed regional parks: Hendricks Park, a natural wooded area in the eastern portion of the planning area, with elk and deer pens and a large rhododendron garden; and Skinner's Butte Park, located in the north central part of the planning area near the Willamette River. Skinner's Butte Park has among its attractions a scenic outlook on the butte, river frontage, lawn, walks, play equipment, picnic facilities, two recreation buildings, and a small zoo.

A regional park has been proposed along the south bank of the Willamette River extending from the Pacific Freeway bridge near Judkins' Point on the east to a point east of Hansen Lane in the River Road planning area to the northwest. This proposal would provide a continuous park along the river for a distance in excess of one and one-half miles, and would contain approximately 142.00 acres. This acreage figure includes two existing undeveloped park sites, Riverwood and the Mill Race Tract, and one developed park, the George Owens Rose Garden, and is in addition to the 67 acres in Skinner's Butte Park.

These three regional parks and the Lane County Fairgrounds comprise a total of 340.36 acres, compared to an existing total of 211.76 acres.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Braes-Magladry^a</u>								
Stella Magladry Elem. School	3.89 ^b	--	3.89	--	7.00	--	7.00	
Neighborhood park	--	--	--	--	--	3.89 ^b	3.89	
School-park	--	--	--	--	--	3.00	3.00	
Total			3.89	0.67			13.89	0.50
<u>Patterson-Lincoln</u>								
Lincoln Elem. School	2.89	--	2.89	--	4.29	--	4.29	
Ida Patterson Elem. School	5.20	--	5.20	--	5.10	--	5.10	
School-park	--	--	--	--	--	6.28	6.28	
Monroe Park	--	1.50	1.50	--	--	2.57	2.57	
Grant Park	--	.72	.72	--	--	.72	.72	
Total			10.31	0.19 ^c			18.96	0.32 ^c
<u>Adams</u>								
Adams Elem. School	8.85	--	8.85	--	7.83	--	7.83	
Friendly Park	--	1.07 [#]	1.07	--	--	1.45	1.45	
Total			9.92	0.38			9.28	0.22
<u>North Willard</u>								
None			None				None	
Subtotal			24.12				42.13	

[#] Existing undeveloped site

^a Park and recreation facility inventory and projected requirements for the entire Braes-Magladry neighborhood appear in the Central Eugene planning area report

^b Proposed in the development plan that Magladry school site ultimately be used for a neighborhood park

^c North Willard population has been included

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Southeast Central</u>								
Neighborhood park	--	--	--		--	2.36	2.36	
Total				0.00			2.36	0.08
<u>Sunny Hollow</u>								
Ellis Parker Elem. School	5.31	-- *	5.31		5.00	--	5.00	
Kincaid Park	--	3.80*	3.80		--	5.00	5.00	
Kinney Park	--	5.56*	5.56		--	10.50	10.50	
Shasta Loop	--	4.90*	4.90		--	4.90	4.90	
Skyline Park	--	3.88*	3.88		--	3.88	3.88	
Milton Park	--	.60*	.60		--	.60	.60	
Total			24.05	2.43			29.88	0.85
<u>Dunn</u>								
Dunn Elem. School	6.46	--	6.46		6.40	--	6.40	
Neighborhood park	--	18.00*	18.00		--	18.00	18.00	
Neighborhood park	--	9.86 ^a	9.86		--	9.86	9.86	
Total			34.32	1.67			34.26	1.09
<u>Crest</u>								
Elementary school	--	--	--		5.00	--	5.00	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			8.00	0.34
Subtotal			58.37				74.50	

* Existing undeveloped site

^a Undeveloped portion of Amazon Park severed by Spencer Butte Expressway

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>South Willamette</u>								
Elementary school	^a	---	---		7.80	---	7.80	
School-park	---	2.91 ^a	2.91		---	2.91	2.91	
Total			2.91	0.60			10.71	0.35
<u>Willard</u>								
Frances Willard Elem. School	6.17	---	6.17		5.83	---	5.83	
Washington Park Neighborhood park	---	5.56	5.56		---	5.56	5.56	
	---	4.56 ^b	4.56		---	4.56	4.56	
Total			16.29	0.60			15.95	0.39
<u>Condon</u>								
Condon Elem. School	1.84	---	1.84		5.25	---	5.25	
School-park	---	---	---		---	5.00 ^c	5.00 ^c	
Fairmount Park	---	.67	.67		---	.67	.67	
Total			2.51	0.11 ^d			10.92	0.39 ^d
<u>Edison</u>								
Edison Elem. School	1.58	---	1.58		1.58	---	1.58	
University Park	---	2.68	2.68		---	2.68	2.68	
Total			4.26	0.21			4.26	0.19
Subtotal			25.97				41.84	

* Existing undeveloped site

^a School District owns 33.71 acres of which 2.91 acres have been designated for development as a neighborhood park, 10.80 acres for elementary school^b Undeveloped portion of Amazon Park severed by Spencer Butte Expressway^c Washburne Park is a developed 3.35-acre privately-owned park^d Franklin Boulevard commercial area population has been included

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Harris</u>								
Harris								
Elem. School	5.39	—	5.39		5.39		5.39	
Total			5.39	0.24			5.39	0.16
<u>South Glenwood</u>								
Elementary								
school	—	—	—		8.00	—	8.00	
School-park	—	—	—		—	3.00	3.00	
Total				0.00			11.00	0.24
<u>Laurel Hill</u>								
Laurel Hill								
Elem. School	6.83	—	6.83		5.65	—	5.65	
School-park	—	—	—		—	3.00	3.00	
Total			6.83	1.05			8.65	0.32
<u>Central District</u>								
Whiteaker								
Elem. School	2.49	—	2.49		3.67	—	3.67	
Sladden Park	—	4.50	4.50		—	4.50	4.50	
Total			6.99	0.08			8.17	0.30
<u>Glenwood District</u>								
Glenwood								
Elem. School	3.24	—	3.24		3.24	—	3.24	
James Park	—	4.45	4.45		—	4.45	4.45	
Total			7.69	0.38			7.69	0.38
Subtotal			26.90				40.90	
TOTAL NEIGHBORHOOD FACILITIES			135.36	0.35			199.37	0.37

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
Thomas Jefferson Junior High School	11.70	--	11.70	10.15	--	10.15
Westmoreland Park	--	45.00 ^a	45.00	--	38.72	38.72
Woodrow Wilson Junior High School	1.52	--	1.52	2.92	--	2.92
Memorial Pool	--	5.00	5.00	--	5.00	5.00
Spencer Butte Junior High School	-- [*]	--	--	15.00 [*]	--	15.00
Community park, South Willamette neighborhood	--	--	--	--	13.50	13.50
New junior high school Laurel Hill neighborhood	--	--	--	13.00	--	13.00
Community park Laurel Hill neighborhood	--	--	--	--	9.00	9.00
Roosevelt Junior High School South Eugene	8.12	--	8.12	8.00	--	8.00
Senior High School	47.52	--	47.52	47.00	--	47.00
Amazon Park	--	96.00 ^b	96.00	--	56.00	56.00
New senior high school Harris neighborhood	--	--	--	37.50	--	37.50
Community park Harris neighborhood	--	--	--	--	12.00	12.00
TOTAL COMMUNITY FACILITIES			214.86			267.79

* Existing undeveloped site

^a That part of Westmoreland Park north of the Amazon drainageway, containing 8.72 acres, has been designated for neighborhood park use in conjunction with Ida Patterson Elementary School

^b Approximately 18 acres have been designated by Eugene Bureau of Parks and Public Recreation for neighborhood park development in Donn neighborhood. Remaining 22 acres would be used for parkway and right of way for the Spencer Butte Expressway

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Eugene Planning Area

	<u>Existing</u> <u>Total</u> <u>Area</u> <u>(In</u> <u>Acres)</u>	<u>Proposed</u> <u>Total</u> <u>Area</u> <u>(In</u> <u>Acres)</u>
<u>Regional Facilities</u>		
Hendricks Park	81.48	81.48
Skinner's Butte Park	67.00	67.00
Regional park, south bank of Willamette River		
George Owens Park	5.42	--
Riverwood park site	1.98	--
Mill Race park tract	6.00	142.00 ^a
Lane County Fairgrounds	49.88	49.88
TOTAL REGIONAL FACILITIES	211.76	340.36

^a Includes the three small existing sites

II. NEIGHBORHOODS

Braes-Magladry

The Braes-Magladry neighborhood has experienced only scattered development due mainly to its topography and, until recently, the lack of sanitary sewers. The area slopes generally to the north and east and is relatively steep in many places. Since annexation to the city and sewer construction, considerable new growth is occurring in this neighborhood. While there appears to be some trend toward smaller lots, many residential lots range from one-quarter acre to three acres and larger. Some of these may be divided in the future but the density of development can be expected to remain low.

The Magladry sub-neighborhood is bounded on the west by Chambers Street and on the north by the proposed south peripheral expressway. The south boundary follows a somewhat natural geographic division between the suburban area to the north and rural area to the south. The east boundary follows Storey Boulevard north to 29th Avenue.

The Stella Magladry Elementary School contains 6 classrooms and is situated on a 4.41-acre site. The school site is below the state's minimum requirement and does not lend itself to expansion. The estimated existing elementary enrollment for the Magladry sub-neighborhood is 65 pupils. The Braes portion of this neighborhood (to the west in the Bailey Hill planning area) contains an estimated existing enrollment of 25 pupils. Based upon the population projections, the Magladry sub-neighborhood will have 200 elementary pupils when the residential area reaches full development, while the Braes sub-neighborhood will have 105. The rural area to the south of this neighborhood may increase the projected enrollment slightly but is not likely to have a significant effect for many years.

A combined elementary school and neighborhood park of 13 acres has been proposed in the development plan to serve the total projected enrollment of the Braes-Magladry neighborhood. This new facility will replace the existing Stella Magladry Elementary School.

Based upon the state minimum standard this proposed site is two acres in excess of the projected need. This additional acreage will allow for the possible increase of enrollment from the rural area to the south. Topographical limitations may also render a small portion of this site unusable for building and playground purposes.

A proposed arterial has been shown along the south boundary of this neighborhood. This thoroughfare could eventually provide a direct route from the Lorane Highway via Crest Drive to the Spencer Butte Expressway.

Patterson-Lincoln

This neighborhood is relatively flat, and over 95 per cent of the area available for residential use is developed. The neighborhood is bounded on

the north by commercial and light industrial areas, as shown in the land use map. Jefferson Street, 18th Avenue, and the Amazon drainageway are the remaining boundaries.

This neighborhood contains two elementary schools. It is proposed that both schools be retained to serve not only the enrollment of this neighborhood but the pupils residing within Southeast Central and North Willard neighborhoods and part of the Central District. The Lincoln Elementary School site is located in the east central area between Monroe and Jefferson streets, and currently contains 3.97 acres. It is proposed that the school district acquire the remainder of the block to the west, which would add 1.5 acres -- increasing the site to 5.47 acres. This appears to be the maximum increase that is practical and feasible. Since the North Willard and Southeast Central neighborhoods do not contain elementary schools, the Lincoln Elementary School will serve the projected 125 pupils from North Willard and 225 pupils from Southeast Central in addition to 15 pupils from the Patterson-Lincoln neighborhood.

The remaining 450 elementary pupils in Patterson-Lincoln neighborhood will attend the Ida Patterson Elementary School. The present site contains 8.4 acres. Based on the projected enrollment, 1.1 acres should be added to this site in order to meet minimum state requirements.

Westmoreland Park adjoins the school site on the south. That portion of Westmoreland Park situated north of the Amazon drainageway has been designated for neighborhood park development. This proposed park site contains 6.28 acres and if developed in conjunction with Ida Patterson Elementary School should satisfy the state's minimum school site requirement as well as provide a suitable site for combined school and recreation use.

Monroe Park, containing 1.5 acres, is situated on the old Lincoln Elementary School site on 10th Avenue between Adams and Monroe streets. The Eugene Bureau of Parks and Public Recreation proposes that this park be expanded to 9th Avenue and developed as a neighborhood park. This park would serve an area previously deficient in park facilities.

Grant Park is located on Grant Street between 9th Place and 10th Avenue. Although this park contains only 0.72 acres and is outside of a neighborhood as shown in the development plan, it is proposed that the facility continue to be maintained as long as residential development exists within this particular portion of the proposed industrial area.

The 11th and 13th Avenue one-way couplet and Chambers Street bisect this neighborhood into four sub-areas. As shown in the development plan 13th Avenue is proposed for extension westward from Chambers Street, intersecting with 11th Avenue in the vicinity of McKinley Street.

Three parochial schools, which are indicated in the land use plan as special quasi-public land uses, are located in this neighborhood. The Eugene Junior Academy is located on 13th Avenue west of Polk Street. St. Francis High School and St. Mary's Junior High School are located south of the Lane County Fairgrounds on 18th Avenue. A fourth special quasi-public use area is north of 13th Avenue between Chambers and Taylor streets. This 6.86-acre

site is utilized by the Moose Lodge and is noteworthy because of the amount of land which is devoted to a non-residential use.

Two special public use areas are situated in this neighborhood. One is the Lane County Fairgrounds, located south of 13th Avenue between Jefferson and Tyler streets, comprising approximately 50 acres. The second special use area is the Reserve Training Center between Taylor and Chambers streets south of 13th Avenue. This latter site consists of 6.85 acres and contains the U. S. Army Reserve and the U. S. Naval and Marine Corps Reserve training areas.

The Patterson-Lincoln neighborhood contains a total of 391.47 gross acres. Approximately 90.69 acres are devoted to streets and alleys. Of the remaining 300.78 acres, 89.02 acres are dedicated to public use including schools, parks, and fairgrounds, and 16.87 acres are devoted to special quasi-public uses. As previously noted, over 95 per cent of the remaining land available for residential use is developed.

The remaining portions of this neighborhood have been designated in the land use plan for continued single-family residential use, with the exception of the area between Jefferson Street and the fairgrounds, which has been proposed for eventual multi-family development.

Adams

Elevations in the Adams neighborhood range from 410 feet near 18th Avenue and Chambers Street to 550 feet at the highest point near 25th Avenue and Jefferson Street. Existing and proposed thoroughfares determine the neighborhood boundaries. Of interest is the fact that over 74 per cent of the steepest land has undergone residential development. The more level area around Thomas Jefferson Junior High School and to the south experienced only limited development until the Eugene Air Park was discontinued in 1956. Since that time much of the area south of 24th Avenue has been subdivided and developed.

A school site of 10.35 acres will be required to serve the projected elementary enrollment of 535 pupils. The existing Adams Elementary School site of 10.29 acres substantially meets the state's minimum requirement for this projected enrollment. A neighborhood park has not been proposed in conjunction with Adams Elementary School, since surrounding land is fully utilized by residential development. The location of Westmoreland Community Park and Friendly neighborhood park within the Adams neighborhood tends to offset the lack of park facilities in conjunction with the school.

Friendly Park is a 1.07-acre site located in the southeast portion of this neighborhood. The Eugene Bureau of Parks and Public Recreation proposes that this site be enlarged to 1.45 acres and developed as a neighborhood facility.

Thomas Jefferson Junior High School is located in this neighborhood on a portion of the old Eugene Air Park. This site contains 17.66 acres. The school

will serve pupils from Adams and Braes-Magladry neighborhoods, 175 pupils from the Patterson-Lincoln neighborhood, and 135 pupils from Westmoreland neighborhood. (The Braes portion of the Braes-Magladry neighborhood and Westmoreland neighborhood are in the Bailey Hill planning area to the west.) The total projected junior high school enrollment is 730. The present site is adequate to serve this enrollment.

In order to provide a reasonable enrollment balance at projected senior high schools, it is proposed that all of the pupils attending Thomas Jefferson Junior High School, with the exception of those from Adams neighborhood, attend high school in the Bailey Hill planning area.

Westmoreland Park is situated east and north of the junior high school and contains a total of 45 acres. This figure includes property north of 18th Avenue in the Patterson-Lincoln neighborhood. All of the park area extending from the Amazon drainageway north of 18th Avenue to the south boundary of the park property is proposed for community park development in conjunction with the junior high school.

North Willard

North Willard neighborhood is relatively flat with the exception of the area in the vicinity of 18th Avenue and Olive Street which slopes downhill toward the Amazon drainageway. The north and east boundaries of this neighborhood are defined by the central business district. The west and south boundaries are established by two existing arterials, Jefferson Street and 18th Avenue.

This neighborhood is shown in the land use plan as a multi-family residential area. The neighborhood is immediately adjacent to the central business district and has already experienced considerable multi-family development. According to an inventory of existing land use, there are 553 dwelling units in this neighborhood. Of this number 167 or nearly one third of the existing dwellings are multiple units. One eleven-story apartment building accounts for 122 of the 167 multiple units.

A comparison of single-family residential areas with predominantly multi-family areas indicates that while population density is greater in the latter areas, there are also fewer people per family on the average, so that population density does not increase as rapidly as dwelling unit density. This is partly due to more single persons and proportionately fewer children living in multi-family residential areas.

In this neighborhood there is an average of 2.8 persons per family living in single-family residences and 2.3 persons per family living in multiple-type units. Likewise, the percentage of elementary age children varies from 7 per cent in single-family dwellings to less than 5 per cent in some cases in multi-family units. For the purposes of projected population it has been assumed that the remaining vacant land within the neighborhood will develop for multi-family use at a density of 36 dwelling units per net acre.

If the total neighborhood area were to redevelop to multi-family use it could contain a considerably larger population than is shown in the projected column of Table I. As noted, approximately one-third of the dwelling units are in multi-family developments. While it seems reasonable to assume that most of this neighborhood will eventually develop to multi-family use, there is no way to predict at what rate this change will take place. There are many well-maintained single-family residences in the area at the present time.

The North Willard neighborhood does not contain an elementary school and none has been projected for the future. Elementary pupils from this neighborhood presently attend Lincoln Elementary School and it is proposed that this arrangement continue. It is estimated that at full development the neighborhood will contain about 125 elementary pupils.

Woodrow Wilson Junior High School is located on 17th Avenue between Charnelton and Lincoln streets. The school is situated on a 2.32-acre site and contains 31 classrooms. The school district also owns 1.18 acres north of the site, of which 0.98 acres are used for playground purposes and the remaining 0.20 acres are in two separate residential lots. The total site is considerably below the minimum state requirement. Classroom facilities are more than sufficient to accommodate projected enrollment but playground facilities are inadequate. Girls' physical education classes use Washington Park for outdoor activity periods, while the boys' classes use the school playground area north of the school. It is proposed that the remaining land south of the alley between 15th and 17th avenues be acquired for playground development as shown in the land use plan. This acquisition would increase the site from 3.5 to 4.9 acres.

Woodrow Wilson Junior High School will serve junior high pupils from the Central District, Southeast Central and North Willard neighborhoods, and part of the junior high pupils from Patterson-Lincoln and Willard neighborhoods. Projected enrollment totals 465 pupils.

Southeast Central

The topography of Southeast Central neighborhood is relatively flat. The central business district and the University of Oregon establish the east and west boundaries of the neighborhood. Commercial zoning on the north and 19th Avenue on the south define the remaining boundaries.

This neighborhood is proposed for multi-family residential use. Based on existing land use data, it is estimated that the neighborhood contains 1,044 dwelling units, of which 395 are multiple-type units. For the purposes of projecting population it has been assumed that the remaining vacant land will be developed for multi-family use. Complete redevelopment of the neighborhood is not likely to occur for many years. A number of large homes have been converted into rooming houses and apartments. The area in the vicinity of the Mill Race and on the south and west boundaries of the university campus contains many fraternity and sorority houses. In addition, numerous new multi-family structures have been built in the last five years.

The neighborhood does not contain an elementary school. It is estimated that the existing elementary school-age population is 200 pupils and that the elementary population at full development will be 225. Many of the elementary pupils from this neighborhood presently attend Whiteaker School in the Central District. As indicated in Table II, the existing and projected elementary pupils have been assigned to Lincoln Elementary School. Proposed school assignments for elementary pupils from both the Southeast Central and North Willard neighborhoods are based on the school district's present assignments and the projected population figures prepared as a part of this study.

The Eugene Bureau of Parks and Public Recreation has proposed the acquisition of the block between 15th and 16th avenues and Ferry and Patterson streets for a neighborhood park. This site contains 2.36 acres and would provide a recreation facility which has been needed for some time. Located between the university and the central business district, this area can be expected to have a high population density that will mean an even greater need for recreation facilities.

The Southeast Central neighborhood contains two special quasi-public areas. One is the Sacred Heart Hospital located on Hilyard Street north of 12th Avenue. Also included is the nurses' residence south of 12th Avenue. The second special quasi-public use is the Northwest Christian College on 11th Avenue between Alder and Kincaid streets. The college plans to expand its site north of 11th Avenue to the Mill Race to accommodate dormitories. In the land use plan the central business district has been extended eastward into this neighborhood. Existing commercial uses are recognized in the plan, and there would appear to be no need for further neighborhood commercial expansion.

Sunny Hollow

Although several roads appear on the map, very few in the hilly eastern portion of the neighborhood are more than dedicated right of way. The hilly area is rugged in character and will most likely develop slowly and at a low population density. The north boundary follows 30th Avenue and the proposed expressway east from Hilyard Street to the east boundary of the Catholic high school property. The west boundary follows West Amazon Drive south from 30th Avenue to the city limits. The south and east boundaries are arbitrary lines established as the likely limit of urban development in the foreseeable future.

Projected elementary school population for the Sunny Hollow neighborhood is 440 pupils, requiring a minimum site of 9.4 acres. The school district is presently constructing a new elementary school scheduled for completion in 1960. This school has been named for Ellis R. Parker and is on a 7.31-acre site.

Additional school land has not been proposed in conjunction with the existing elementary school site in view of the location of Kincaid Park adjoining the school on the west. This park site contains 3.8 acres and is undeveloped. It is proposed by the Eugene Bureau of Parks and Public Recreation that this site be expanded to the south, increasing the total to 5 acres. Assuming that these two sites can be developed as a joint school-park venture, the total acreage should be adequate to meet minimum school site needs

as well as recreation needs.

Kinney Park, consisting of 5.56 acres, is located in the southeast corner of the neighborhood. The Eugene Bureau of Parks and Public Recreation has recommended that this site be expanded to the east, increasing the site to 10.5 acres, and that it be developed as a neighborhood park.

Milton Park, an undeveloped 0.6 acre site located on the corner of Potter and University streets, is proposed in the development plan as a small neighborhood park to serve the more northerly part of the neighborhood.

Skyline Park is an undeveloped privately-owned park site consisting of 3.88 acres located in the southeast portion of Sunny Hollow neighborhood. Adjacent to the Skyline Park site on the east is the Shasta Loop Tract which contains 4.9 acres and is owned by Lane County. The Lane County Park and Recreation Commission proposes that the county hold the Shasta Loop Tract for future development by the city. These two sites, containing a total of 8.78 acres, are shown in the development plan as a single neighborhood park. The possibility of creating a bridle trail from this park to Hendricks Park to the north has been proposed by city and county park officials. Such a proposal appears feasible in view of the rugged character of the land between these two locations.

It will be noted that there are four proposed neighborhood parks in the Sunny Hollow neighborhood. The neighborhood is almost two miles in length and in some portions over three quarters of a mile in width. The elevations of this area range from 470 feet at 30th Avenue and Potter Street to 940 feet on North Shasta Loop. The existing undeveloped park sites are far enough apart to serve a large projected residential area without significant overlapping of service areas, particularly in view of the varying topography involved.

Situated south of the expressway and along the east side of Agate Street is a 32-acre site owned by the Catholic Church. The church plans to use this site for a high school. The site is shown in the land use plan as special quasi-public land.

Two commercially zoned areas appear in this neighborhood. A commercial shopping center development is presently occurring in the vicinity of 30th Avenue and Hilyard Street. In view of the locations and amount of commercial zoning and development existing in this neighborhood (Sunny Hollow), along Willamette Street in the Willard neighborhood to the northwest, in the Harris neighborhood to the north, and in the South Willamette neighborhood to the southwest, there would appear to be no justification for further commercial zoning in this area. All existing or projected residential areas are within one mile of an existing commercial area zoned for shopping center development.

Dunn

This neighborhood's boundaries are the east and west legs of the Spencer Butte Expressway, the south peripheral expressway along 29th Avenue, and a possible future route for an arterial connection between the two legs of the Spencer Butte Expressway in the vicinity of 39th Avenue.

The proposed Spencer Butte Expressway follows along the east side of Willamette Street south to Crest Drive. At this point it crosses Willamette Street and extends south through a small valley along the western boundary of this neighborhood. Dunn neighborhood is generally level in the northeast corner. The grade rises fairly rapidly toward the southwest corner of the neighborhood, with elevations varying from 430 feet at 29th Avenue and Hilyard Street to over 700 feet at 39th Avenue and the Spencer Butte Expressway.

Dunn Elementary School, on a site of 8.21 acres, is in the west central portion of this neighborhood. Population projections indicate that the neighborhood will have an elementary enrollment of 395 pupils at full development. According to the state's minimum standard this school would require a 9-acre site. Since all of the area east of this school is already developed for residential use, expansion of the site does not seem practical.

There are several parcels of existing public land within or contiguous to Dunn neighborhood. There is a parcel of 9.86 acres in the northeast corner of the neighborhood south of 29th Avenue. In the southeast portion of the neighborhood there is another 18-acre site of which 10 acres were used as a city-operated dump prior to 1950.

In the past both of these sites have been identified with the larger Amazon Park area. However, both are actually separated from Amazon Park either by heavy traffic movement or by private development. The southeast 18-acre site appears most appropriate for development to serve the Dunn neighborhood. Whether the entire 18 acres should be used for park purposes will depend on the need for other than neighborhood-type facilities. It would appear that many broad community-type activities for this general area would be provided for by the Amazon Park to the north and the community park proposed in conjunction with the Spencer Butte Junior High School to the south.

The 9.86-acre site south of 29th Avenue could be retained as landscaped open space with some limited area developed for pre-school play use. Also worthy of consideration is the conversion of this land to residential home sites and use of the proceeds from the land sale for acquiring park sites in areas of the city more deficient in park land. By providing screening from the expressway and retaining a limited portion of the land for playground use, an area of attractive homesites could be developed.

While this latter possibility exists, the development plan indicates all of the existing public land ownership. Other minor public land areas include two small sites in the southern portion of the neighborhood which can be used for "tot lots."

The Children's Hospital School is located in this neighborhood on Pearl and Donald streets. This school is a quasi-public institution for physically handicapped children.

Crest

This neighborhood is predominantly hilly. The area south of Crest Drive is considerably steeper than the area to the north. Elevations vary from over 980 feet east of Storey Boulevard and Blanton Road to 430 feet at 29th Avenue and Willamette Street.

As illustrated in the existing land use map, this neighborhood has undergone only scattered residential development. As in the Braes-Magladry neighborhood, residential lots are fairly large because of the steep topography. Many lots are in excess of one acre. The density of this neighborhood will probably remain low, since in most cases it is difficult or impossible to create additional streets to resubdivide existing building sites.

Existing or proposed thoroughfares define this neighborhood's boundaries: the proposed south peripheral expressway on the north; the proposed Spencer Butte Expressway on the east; a proposed arterial connecting the Lorane Highway and the two legs of the proposed Spencer Butte Expressway on the south; and Storey Boulevard and a portion of the Lorane Highway on the west.

This neighborhood contains the largest amount of residential development near Eugene without zoning protection. Thus far there is little mixed use in the area, but without zoning eventual encroachment by non-residential uses would seem to be inevitable.

The projected elementary enrollment for this neighborhood is 300 pupils. An 11-acre elementary school-park site has been proposed in the center of the neighborhood north of Crest Drive. The projected school enrollment will require a minimum of 8 acres, and the additional 3 acres has been proposed for neighborhood park development.

South Willamette

This neighborhood is generally hilly in character and has experienced only limited residential development. Considerable residential subdivision is presently occurring in the less hilly area in the north part of the neighborhood.

The west boundary follows Willamette Street south from 39th Avenue to an arbitrary line at the base of Spencer Butte which has been established as the likely limit of urban development. The north boundary follows 39th Avenue, while the east boundary follows the Amazon drainageway and West Amazon Drive from 39th Avenue to the present city limits.

This neighborhood contains no existing schools. School District No. 4 does, however, own a 33.71-acre site in the center of the neighborhood area. Construction of a junior high school is scheduled for the winter of 1959 and it is anticipated that this facility will be completed for use by the 1960-61 school year. This school has been named Spencer Butte Junior High School, and

it is estimated by school officials that approximately 20 acres of the 33.71-acre site will be utilized for the junior high school. It is proposed that this school serve pupils from South Willamette, Sunny Hollow, Dunn and Crest neighborhoods. The projected enrollment for this school is 755 pupils.

A 13.50-acre community park site is proposed for integrated development with the junior high school. This proposal is 4.5 acres in excess of the minimum standard because of the hilly terrain in the vicinity of the school.

The school district plans to use the remaining 13.71 acres for an elementary school. The projected elementary enrollment for this school is 380 pupils. The school will require a minimum site of 8.80 acres. Since the largest part of this site as proposed by the school district is located on a hillside, an additional 2 acres is assigned in the acreage projection to allow for unusable steeper portions of the site. The remaining 2.91 acres can be utilized for an integrated neighborhood park development.

There is a 6.58-acre area zoned for commercial use in this neighborhood south of 40th Avenue between Pearl and Ferry streets. If developed properly this site should be adequate to serve the commercial needs of the south part of the planning area.

Large holdings of property for cemetery purposes exist west of Willamette Street. The parcel of special quasi-public land on Willamette Street west of 42nd Street is a 10-acre elementary school site owned by the Catholic Church. A second parcel of special quasi-public land, the Pearl Buck School for mentally retarded children, appears in the land use plan in the southeast corner of the neighborhood.

Willard

Existing or proposed thoroughfares define the boundaries of Willard neighborhood. The neighborhood area consists of a hill sloping down in all directions from the highest point between 25th and 26th avenues on Lawrence Street. The elevation at this point is approximately 665 feet. The City of Eugene has its two largest underground water reservoirs and an elevated water tower in the two-block area between 23rd and 25th avenues and Lawrence and Lincoln streets. From this point there is a fine view of the city, and the possibilities for recreation development on this site warrant exploration. The elevation descends quite rapidly to the west and south. To the north and east the descent is somewhat more gradual, leveling out in the vicinity of Willamette Street. The area east of Willamette is fairly level and has the lowest elevation of the Willard neighborhood, varying from 440 to 425 feet.

The existing Frances Willard Elementary School site of 10.4 acres is adequate to serve the projected elementary school population of 510 pupils. The school's location, situated on the south periphery of the neighborhood, and the topography may create some access problems. Because of the topography, the existing street pattern, and the lack of adjacent vacant land, a neighborhood park has not been proposed in conjunction with the elementary school.

South Eugene High School is located south of 19th Avenue between Willamette and Patterson streets on a site of 54.72 acres. This facility will serve all of the high school pupils projected for Adams, North Willard, Southeast Central, Willard, Crest, Dunn, and South Willamette neighborhoods; the Central District; and 55 pupils from the Patterson-Lincoln neighborhood. Total projected enrollment will be 1,395. The remaining 235 high school pupils projected from Patterson-Lincoln neighborhood will attend high school in the Bailey Hill planning area.

The Eugene Civic Stadium, a Eugene Public Schools development, is a part of the South Eugene High School site and is located west of the Amazon drainageway on Willamette Street. This stadium is used for school athletic events and for various non-school city and regional activities.

Washington Park is situated in the northwest part of this neighborhood. This park consists of 5.56 acres and is shown in the development plan as a community park, a function it is now fulfilling. With the realization of a complete city park program Washington Park will be used as a neighborhood facility, and has been recognized as such in Table III.

Construction of the Spencer Butte Expressway along the west edge of Amazon Park will cut off a portion of land containing approximately 4.56 acres on the northeast corner of High Street and 28th Avenue. This site has been shown as a proposed neighborhood park to serve the residential area north of 29th Avenue.

The half block on either side of Willamette Street between 24th Place and 29th Avenue is zoned for commercial use. On the basis of existing and projected population estimates there is no reason to expand this commercial strip. Willamette Street is currently used as a major arterial connection between the commercial and industrial development to the north and residential areas to the south. In the development plan Willamette Street has not been designated as a future major traffic carrier. It is assumed that much of the present traffic load and congestion will be relieved with the construction of the Spencer Butte Expressway along this neighborhood's east boundary.

Condon

Condon neighborhood ranges in elevation from 450 feet at Villard Street and 15th Avenue to over 700 feet on Skyline Boulevard in the northeastern corner. A proposed commercial area, the Pacific Highway, and anticipated expansion of the University of Oregon campus create this neighborhood's northern boundary. The west boundary follows Agate Street to 26th Avenue, then runs east and north to Hendricks Park. The east boundary follows an arbitrary line south from the highway to Birch Lane and then along the west boundary of Hendricks Park.

It is estimated that this neighborhood presently contains 260 elementary school pupils who attend Condon School, along with 30 elementary pupils from the Franklin Boulevard area and 50 from the University of Oregon expansion area.

The University of Oregon proposes to expand its present site to Moss Street on the east and 17th Avenue on the south. This expansion area presently contains 149 dwellings. It is estimated that these dwellings contain 415 persons, of which 50 are of elementary school age. In Table I the population within this expansion area is shown only in the "existing" column.

The proposed Franklin Boulevard commercial area contains approximately 250 persons. It has been assumed that this population will remain more or less static as further commercial and limited industrial development occurs. The existing and projected elementary school population in this commercial area has been assigned to Condon School.

The projected enrollment for Condon Elementary School is 350 pupils, 320 from the Condon neighborhood and 30 from the Franklin Boulevard area. The university plans to remove all of the existing dwelling units within the area that has been indicated in the development plan for university expansion.

Condon Elementary School contains 14 classrooms on a 2.61-acre site. It has been proposed in the development plan that this site be expanded east to Columbia Street and south to 19th Avenue. This would increase the site to 6.26 acres. Because of existing streets and residential development, it seems inadvisable to attempt further expansion.

It has also been proposed that the city acquire Washburne Park, a privately-owned 3.35-acre developed facility south of 20th Avenue. This park could then be expanded north to 19th Avenue and developed in conjunction with recreation facilities at Condon Elementary School. This proposal would help alleviate the crowded playground situation at Condon School and provide a needed neighborhood park facility for the surrounding residential area.

One of the finest fully developed parks in the Eugene park system is found in this neighborhood. Fairmount Park, consisting of 0.67 acres, is located in the north-central part of the neighborhood on the corner of 15th Avenue and Fairmount Boulevard. This park provides a convenient play facility to which parents may take their young children and is an excellent example of how active and passive recreation facilities can be developed on a minimum amount of land. According to some park standards this site would be classified as a "tot lot." However, the type of development and the general appeal which the park has for all age groups tends to classify this facility as a neighborhood park.

Hendricks Park, a regional facility containing 81.48 acres, overlooks this neighborhood from the east. It is encouraging to note that the past development of this park has successfully retained the natural character of the heavily wooded and fairly hilly site. A drive along Skyline Boulevard affords the motorist many pleasant vistas of Eugene. The countryside north to the Coburg Hills and east beyond Springfield can be seen from along Birch Lane above Judkins' Point. The northern portion of this facility includes a rhododendron garden, which contains a fine collection of rhododendrons, azaleas, camellias, heathers, and general horticultural material. South of the rhododendron garden there are picnic shelters, tables, fireplaces, park benches, two comfort stations, and an enclosure containing elk and deer.

The Eugene Bureau of Parks and Public Recreation is presently preparing extensive plans for the development of additional facilities in this park. These include additional parking and picnicking facilities, two children's play areas, and an arboretum.

Edison

This neighborhood is somewhat hilly, with a ridge running north from 20th Avenue between University and Potter streets. From this ridge the neighborhood area slopes downhill to the east and west. The neighborhood's northern boundary follows the south boundary of the University of Oregon, jogs south along Alder Street for two blocks and then west along 19th Avenue to Patterson Street. The west boundary runs south along the half-block between Patterson and Hilyard streets to 24th Avenue. The east boundary follows Agate Street from 17th to 25th avenues. The south boundary follows 24th Avenue east to Potter Street, south to 25th Avenue, and east to Agate Street.

This neighborhood is over 92 per cent developed. The area north of the half-block between 19th and 20th avenues has been proposed in the land use plan for multi-family development. Much of the area is presently used for fraternity, sorority, and apartment houses -- a pattern which may be extended to keep pace with the university's expansion. The remaining portion of the neighborhood is proposed for single-family residences.

Edison Elementary School is located on 22nd Avenue between Onyx and Emerald streets. This school contains 15 classrooms and is situated on a 2.56-acre site. Residential development completely encloses the school, preventing expansion of the site.

The projected enrollment for this school is 280 pupils, for which no additional classrooms will be needed.

Roosevelt Junior High School, containing approximately 15.03 acres, is south of 24th Avenue and east of Hilyard Street. This school will serve pupils from Condon, Willard, Harris and Edison neighborhoods, with a projected enrollment of 645. According to state standards this site should eventually contain a minimum of 16.45 acres, or approximately 1.42 acres more than presently exist.

This school is adjacent to Amazon Community Park. For this reason, expansion of the existing school site has not been proposed in the development plan, on the assumption that further integrated school-park development will take place between the junior high school and Amazon Park.

University Park, a developed neighborhood recreation facility, is located between 23rd and 24th avenues, Potter and University streets. This neighborhood park contains a ball field and bleachers, children's play apparatus, a wading pool, a shelter, roque courts, a comfort station, and landscaping. The park receives heavy use, particularly during the city's summer recreation program.

A small area of commercial zoning exists in the northeast corner of this neighborhood and has been recognized in the land use plan.

Harris

A valley which begins in the south-central part of this neighborhood and opens out to the north separates this hilly residential neighborhood into two fairly equal parts. As may be seen in the existing land use map, that portion of the neighborhood to the west of this valley has experienced a greater degree of residential development since it is not as steep and rugged as the remaining area to the east. Subdivision activity is now beginning to occur in the eastern portion.

Hilyard Street on the west and the proposed 30th Avenue-Bloomberg Expressway on the south establish two neighborhood boundaries. The east boundary follows a ridge extending south from Hendricks Park to the proposed expressway. The north boundary follows a leveling-out of topography in the vicinity of 24th and 25th avenues.

Harris Elementary School is located on 29th Avenue between University and Harris streets. This school is not well located in relation to its service area, but the projected elementary school population will not support another school in this neighborhood. The present school will continue to serve a few elementary pupils from the residential area south of 30th Avenue, but this practice should be discouraged following completion of 30th Avenue as an expressway.

Harris Elementary School contains 18 classrooms and is located on a 7.20-acre site. The projected enrollment for this school is 410 pupils. While no additional classrooms will be needed to serve the projected enrollment, the site will be approximately 1.9 acres below the minimum state standard.

No proposal has been made in the development plan for expansion of this site because of residential development to the north and west, the sharp rise to the east and the proposed expressway to the south. The existing playground is not yet completely developed, and careful design of the remaining play area will help to offset the disadvantage of a limited site.

A proposed senior high school and community park appear in the south portion of this neighborhood on the site of an existing golf course. A part of the golf course has already been subdivided, and it is assumed that the entire site will eventually be given over to other uses.

The high school will serve pupils from the Glenwood district and the Laurel Hill, South Glenwood, Condon, Edison, Harris, and Sunny Hollow neighborhoods, with a combined projected enrollment of 1,345. A 45.5-acre site has been proposed in the development plan.

A community park site of 12 acres is proposed for integrated development with the high school. This proposal is 9 acres in excess of the minimum amount

generally suggested in this metropolitan study for integrated community park development with a high school. However, the additional land is desirable in order to provide a park to serve a community not properly served by Amazon Park. Such a park development in this location will also supplement the playground facilities at Harris Elementary School, which will receive considerable neighborhood use.

The Masonic Cemetery is located in the north part of this neighborhood.

South Glenwood

This neighborhood contains no school or park facilities and few improved streets. The area is hilly and rugged and has experienced sparse development. The construction of the proposed expressway will provide direct access from this area to Eugene and could prompt subdivision activity in an area which is currently inaccessible.

The Pacific Freeway bounds this neighborhood on the north and east while the proposed southeast peripheral expressway establishes the south boundary. The west boundary follows the existing city limits of Eugene south and west from the Pacific Freeway to a north-south section line, then south to the proposed expressway. As previously noted, this line is also a fairly natural break between the hills to the east and the valley to the west.

The projected elementary enrollment of this neighborhood is 580 pupils, requiring a minimum site of 10.8 acres. A combined school-park site of 14 acres has been proposed in the land use plan near the center of the neighborhood in a "saddle" between two hills. The elevation atop these two hills averages 950 feet, dropping down to 500 feet at the neighborhood's boundaries. Careful consideration has been given to the topography of the neighborhood area in suggesting an appropriate location.

Less than half of this neighborhood is in School District No. 4 and the remaining portion is in School District No. 19. The boundary between these two school districts follows the east-west line between sections 3 and 10 west from the Pacific Freeway to a north-south line which determines the boundary between the South Glenwood and Laurel Hill neighborhoods.

Consideration should be given to the future transfer of the area west of the Pacific Freeway to School District No. 4. The freeway creates a strong physical division between this neighborhood and the Springfield area. If the neighborhood were to be divided along existing school district boundaries, that portion of the neighborhood in School District No. 19 would require an elementary school. However, the area in School District No. 4 is considerably more hilly and will most likely develop at a much lower density than the remaining neighborhood area to the south. This would then necessitate transporting students from this area to an elementary school farther west. It would be possible to serve School District No. 4 elementary pupils from the South Glenwood neighborhood at the Laurel Hill Elementary School, since there is still a considerable amount of vacant land adjacent to this school for expansion purposes.

While it would still be necessary for School District No. 4 to provide a junior high school somewhere in the eastern part of the Central Eugene planning area, it would also be necessary for School District No. 19 to make provisions for additional junior high school and senior high school facilities for the pupils from the southern portion of this neighborhood who are in School District No. 19.

It is estimated that when the South Glenwood neighborhood reaches full development there will be 220 elementary pupils in School District No. 4 and 360 in School District No. 19. This will increase the projected enrollment of Springfield Junior High School by 180. The pupils from this neighborhood will have to be transported a much greater distance to both a junior and senior high school in School District No. 19 than if they were to attend secondary classes in School District No. 4.

A highway commercial area existing in the vicinity of Bloomberg Road has been recognized in the land use plan.

Laurel Hill

This neighborhood lies in a valley which is quite narrow and steep at its southern boundary and opens up at the northern end at the Willamette River. The area was once better known as Judkins Valley. Judkins' Point, a basalt formation located in the northwest corner of this neighborhood, rises up sharply approximately 200 feet from the southern edge of the Pacific Highway.

The northern and southern boundaries of this neighborhood are established by the Interstate Freeway and the proposed southeast peripheral expressway. The western boundary follows a ridge from Judkins' Point south along Hendricks Park and then down the ridge to the valley intersecting with the proposed expressway. The eastern boundary follows south and west from the Interstate Freeway along the present city limits to a north-south section line and south to the proposed expressway. This east boundary is a reasonable division between the valley to the west and the more hilly area farther east.

Laurel Hill Elementary School is located on Augusta Street north of 26th Avenue. This school has 6 classrooms and is situated on an 8.20-acre site. The projected enrollment is 345 pupils, requiring an additional 0.25 acre. It is proposed that this site be expanded to 8.5 acres and that a neighborhood park site of 3 acres be acquired to the south.

A combined junior high school and community park has been proposed in the southern part of the neighborhood. This school will serve pupils from the Glenwood district and from South Glenwood and Laurel Hill neighborhoods, and will have a projected enrollment of 605. A combined site of 27 acres is proposed for school-park development, 18 acres to be acquired by the school district and 9 acres by the city.

There is an undeveloped 7.85-acre commercial zone in this neighborhood south of Summit Drive.

Central District

Whiteaker Elementary School is located on Grand Street north of Clark Avenue. This school contains 14 classrooms and is situated on a 4.12-acre site. The Central District contains an estimated 610 elementary pupils, while the projected elementary population is 205. It is assumed that the school district will continue to use Whiteaker Elementary School as long as residential development remains in the Central District.

It has been proposed in the development plan that 1.36 acres of land be acquired north of the present school for playground purposes, increasing the site to 5.48 acres.

Sladden Park, containing 4.5 acres, is located north of Cheshire Avenue between Jackson and Adams streets. This developed facility has been classified as a neighborhood park. The park contains many fine trees and is fully landscaped with lawns and shrubs. Facilities include a wading pool, ball field, tennis court, playground equipment, tables, fireplaces, picnic facilities, and a comfort station.

Two other developed park facilities are found in the Central District near the Willamette River. One is Skinner's Butte, the other, the George Owens Rose Garden. Skinner's Butte Park contains 67.00 acres. Park facilities include expansive lawn areas, walks, two recreation buildings, a ball field, playground equipment, picnic tables, fireplaces, and zoo enclosures containing bears, monkeys, and various species of native birds. A panoramic view of the Eugene-Springfield area is provided from the south face of the butte. The observation platform may be reached by means of various trails or a roadway leading around the butte.

The new Eugene Technical-Vocational School is located on Ash Street north of Clark Avenue. This school provides adult education classes and is part of School District No. 4. This new facility is still in the construction phase and is scheduled for completion in 1960. The site consists of approximately 12.5 acres.

A civic center has been proposed in the land use plan between 6th and 8th avenues east of Willamette Street. The newly constructed Lane County Court House is located on 8th Avenue east of Oak Street. This building, the adjacent parking structure, and park blocks form the nucleus of the proposed civic center. The area to the east is presently being studied as an urban renewal project. The City of Eugene, Lane County, and School District No. 4 have indicated a desire to acquire land for the purpose of erecting administration buildings within the urban renewal area, and the State of Oregon has expressed interest in the acquisition of land for a state office building.

It is anticipated that most or all of the present urban renewal area will be utilized by these governmental agencies. Additional area, as indicated in the development plan, will be needed if the federal government establishes a building in this location.

The City of Eugene's maintenance yard is located in a triangle of land east of Lincoln Street between 3rd Avenue and Skinner's Butte Park. Expansion area is limited and the site may prove to be inadequate to meet future requirements.

Glenwood District

The Glenwood District has been proposed in the land use plan as a light industrial area. It is estimated that there are 382 dwelling units in this district and approximately 229 trailer houses. It is assumed that as further industrial activity occurs some of the existing residences will disappear. However, the population is likely to remain more or less static for some time, with the loss of existing dwelling units offset by a possible increase in trailer park development.

The Glenwood Elementary School, located on Franklin Boulevard south of 19th Avenue, contains 7 classrooms. The school site consists of 3.98 acres, which is considerably below state standards, but it is integrated with a 4.45-acre park site. It has been assumed that this school will remain in operation so long as there is any substantial number of dwellings in the area.

Based on the projected elementary enrollment for this area the present number of classrooms should be adequate. No proposal has been made to expand the school site, since the combined school and park is considered adequate.

James Park adjoins the Glenwood Elementary School on the west, and is maintained by the Willamalane Park and Recreation District. It contains a picnic area, a ball field, and play apparatus.

The Laurel Hill Cemetery is in the southwest part of this area.

BAILEY HILL PLANNING AREA

Bailey Hill planning area is bounded on the north by the Coos Bay branch of the Southern Pacific Railroad and on the east by U. S. Highway 99, McKinley Street, the Amazon drainageway and Chambers Street. The south and west boundaries have been established along certain section or quarter-section lines beyond the area of likely urban development.

North of the Amazon drainageway the planning area is flat and in some places poorly drained. Not many years ago a large part of the area along West 11th Avenue was subject to winter flooding. Improvement of the drainageway in recent years through cooperative agreement between the city, the Amazon Water Control District, and the U. S. Army Corps of Engineers has removed the threat of flooding. The drainageway is now lined for a distance of slightly over two miles upstream from the planning area. Increasing residential development west of Chambers Street will eventually necessitate the further lining of the drainageway. The extension of city storm sewers into this area will considerably relieve present drainage problems resulting from a heavy soil condition and a high water table. Anticipating this need, the Corps of Engineers is presently conducting an engineering and cost study of the area west of Chambers Street.

The topography of the planning area begins to rise south of the drainageway, becoming quite steep in some places. Residential development has occurred slowly in the steeper areas, with more intense development in the less hilly sections.

This planning area contains three neighborhoods, one sub-neighborhood, a shopping center area, and the West Industrial Area. The assumption has been that the neighborhood and industrial area will experience urbanization and that the area to the south and west beyond the residential neighborhoods will remain rural in character for the foreseeable future.

Because of the topography and the absence of any strong physical divisions between residential areas, two of the neighborhoods are somewhat larger than those in other planning areas.

The one exception is the Braes-Magladry neighborhood. As indicated in Table I, the projected population of the Braes sub-neighborhood is 1,170 persons. The projected population of the Magladry sub-neighborhood, in the Central Eugene planning area, is 1,585, resulting in a total population of 2,755 persons.

The first part of this report is concerned primarily with the development of the entire planning area. The second part deals with the individual neighborhoods.

I. THE PLANNING AREA

Population

The Bailey Hill planning area contained 1,004 dwelling units and had an estimated population of 3,510 persons at the time of the land use survey in 1957. These figures include 86 dwellings and an estimated 300 persons living in the industrial zone in the north part of the planning area. This zone has been designated the West Industrial Area. For purposes of projecting future population it has been assumed that residential development in the industrial area will remain static.

Assuming that all of the remaining vacant land in the neighborhoods is developed, this planning area could eventually contain an estimated 4,698 dwelling units and a population of 16,370 persons.

The number of dwelling units and the estimated population in 1957 together with the projected number of dwelling units and population at full development are indicated in Table I.

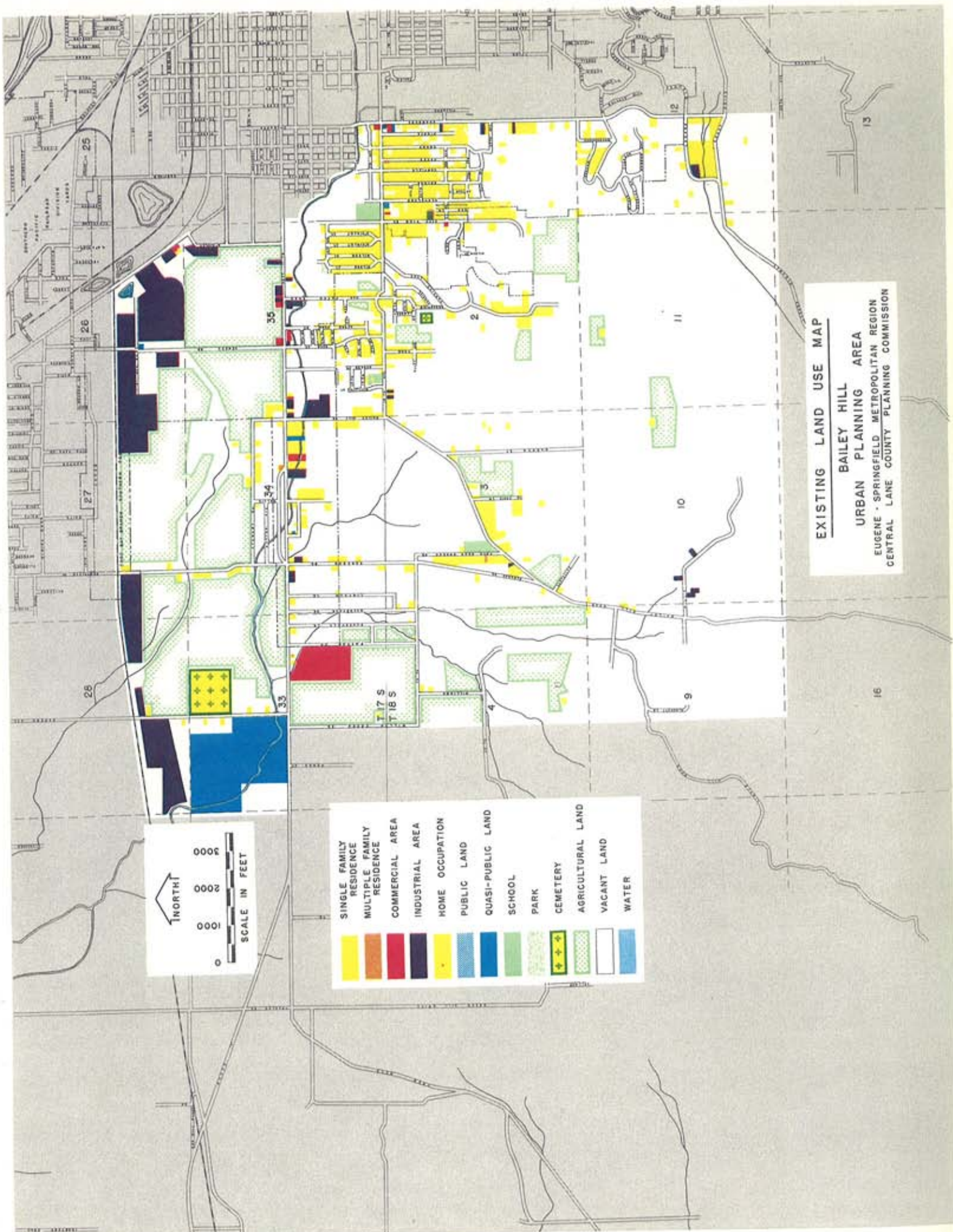
TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Bailey Hill Planning Area

<u>Neighborhood</u>	<u>1957</u>		<u>Projected</u>	
	<u>Dwelling Units</u>	<u>Popula- tion</u>	<u>Dwelling Units</u>	<u>Popula- tion</u>
Braes sub-neighborhood ^a	43	150	344	1,170
Westmoreland	660	2,310	1,478	5,140
Bailey Hill	49	170	1,292	4,520
Acorn Park	166	580	1,498	5,240
West Industrial Area	86	300	86	300
TOTAL	1,004	3,510	4,698	16,370

^a The Braes part of the Braes-Magladry neighborhood is in the Bailey Hill planning area.

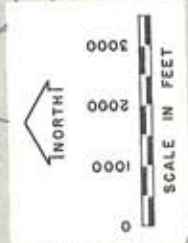
Land Use

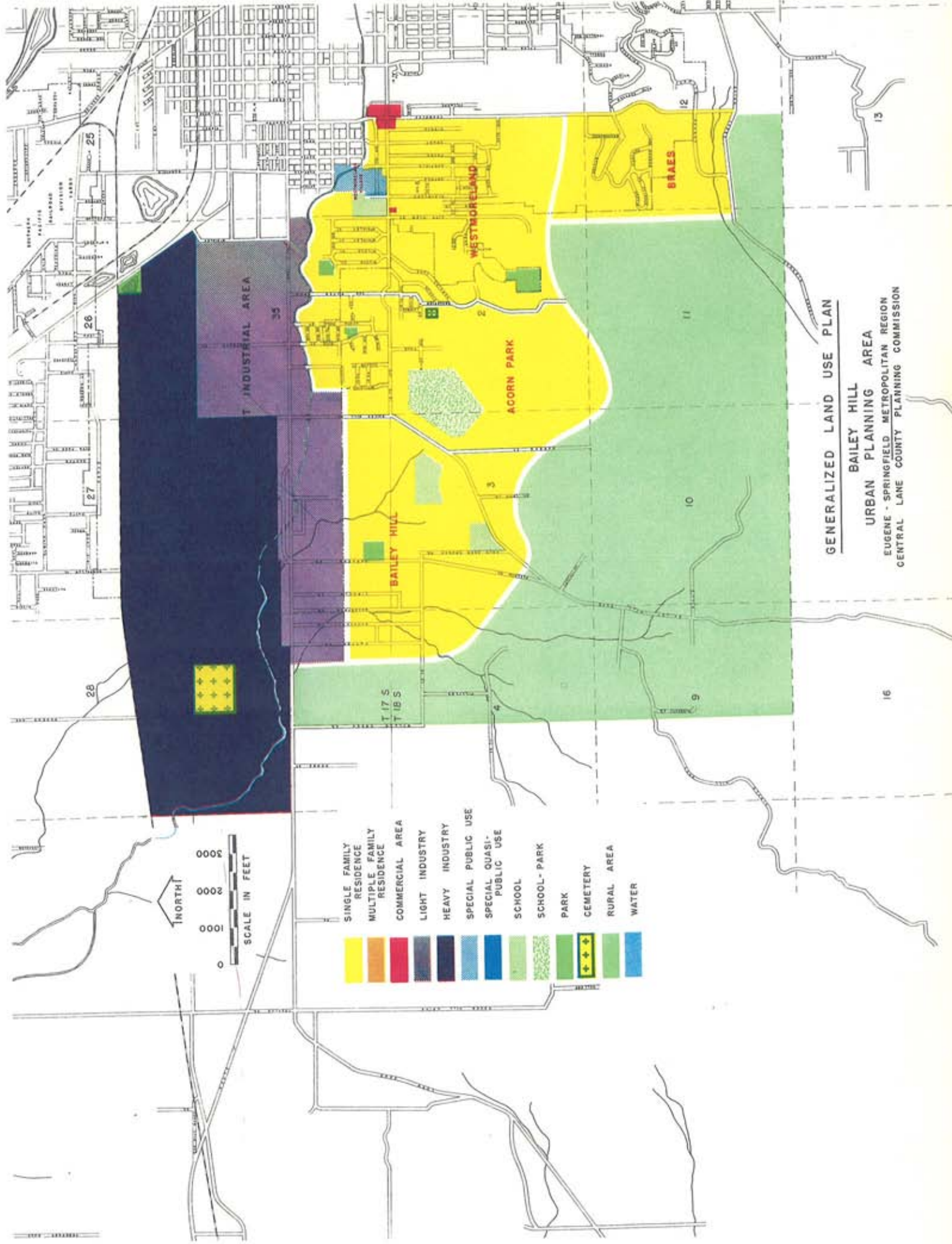
Existing industrial zoning marks the northern boundary of projected residential development. Further study or new developments may warrant some future modification of this line. As may be seen in the existing land use map, there is little mixed use outside of the area designated in the land use plan for light and heavy industry. At the same time, it may be noted that the West Industrial Area contains a full range of uses varying from residential through heavy industrial.



EXISTING LAND USE MAP
 BAILEY HILL
 URBAN PLANNING AREA
 EUGENE - SPRINGFIELD METROPOLITAN REGION
 CENTRAL LANE COUNTY PLANNING COMMISSION

- | | |
|--------------------------|---------------------------|
| [Yellow] | SINGLE FAMILY RESIDENCE |
| [Orange] | MULTIPLE FAMILY RESIDENCE |
| [Red] | COMMERCIAL AREA |
| [Dark Blue] | INDUSTRIAL AREA |
| [Light Blue] | HOME OCCUPATION |
| [Medium Blue] | PUBLIC LAND |
| [Green] | QUASI-PUBLIC LAND |
| [Light Green] | SCHOOL |
| [Dark Green] | PARK |
| [Green with cross-hatch] | CEMETERY |
| [Green with dots] | AGRICULTURAL LAND |
| [White] | VACANT LAND |
| [Blue] | WATER |





- SINGLE FAMILY RESIDENCE
- MULTIPLE FAMILY RESIDENCE
- COMMERCIAL AREA
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- SPECIAL PUBLIC USE
- SPECIAL QUASI-PUBLIC USE
- SCHOOL
- SCHOOL-PARK
- PARK
- CEMETERY
- RURAL AREA
- WATER

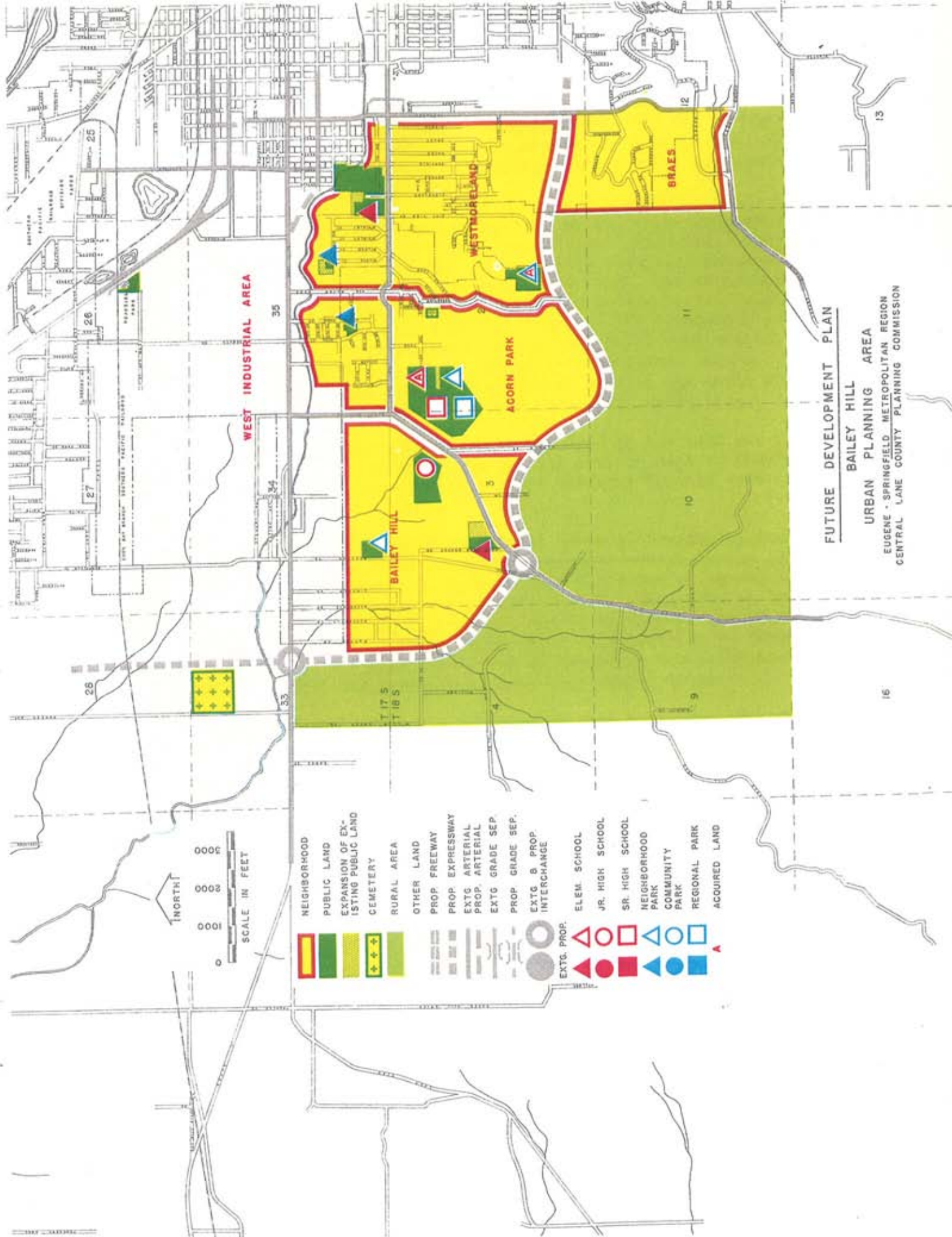
GENERALIZED LAND USE PLAN

BAILEY HILL

URBAN PLANNING AREA

EUGENE - SPRINGFIELD METROPOLITAN REGION

CENTRAL LANE COUNTY PLANNING COMMISSION



FUTURE DEVELOPMENT PLAN
 BAILEY HILL
 URBAN PLANNING AREA
 EUGENE - SPRINGFIELD METROPOLITAN REGION
 CENTRAL LANE COUNTY PLANNING COMMISSION

A change in the existing zoning pattern within the West Industrial Area is proposed in the land use plan. Under this proposal all of the area extending 2,400 feet north of West 11th Avenue and west to the city limits would be reclassified for light industrial development. Included in this area is the Eugene Industrial Tract.

Performance standards could be applied to the light industrial area rather than the more common classification "light" industrial uses. The Eugene Industrial Tract presently has in effect standards which are designed to prevent undue noise, vibration, smoke, and fumes, and to insure proper use and development of each building site with reference to building setbacks, off-street parking and loading requirements, and the harmonious architectural integration of each new development in the industrial subdivision. The expansion of this pattern could be guided by performance zoning. This would provide protection to the growing residential area to the south while creating a favorable climate for certain industrial activities.

The heavy industrial area has been extended in the land use plan westward from the city limits to the private airport west of Danebo Avenue. Also noted in the land use plan is a large cemetery located east of Danebo Avenue.

A commercial zone of approximately 11 acres is located at Chambers Street and 18th Avenue. Some shopping facilities are presently located within this zone and there are approximately 8.5 acres of vacant land still available for future shopping center development. This zone is located at the intersection of two major arterials and in an appropriate location to directly serve portions of three surrounding neighborhoods -- Patterson-Lincoln, Adams, and Westmoreland -- and to intercept vehicular traffic moving along the two arterials from other residential areas.

No new commercial areas are proposed at this time. At some future date, however, a more definite residential development trend in the southwest may indicate the need for another shopping center area in the more western part of the planning area. Such a center should be large enough to serve future residential development beyond the projected neighborhoods. It is important that future zoning decisions anticipate the long-range needs of the area while avoiding scattered ribbon development. A grouping of commercial establishments at some point along West 11th Avenue may be a logical future development.

Although a large portion of the planning area has been shown in the land use plan for residential development, only that area within the present city limits and a small area north of 18th Avenue between Bailey Hill Road and the city limits is protected by residential zoning. The proposed residential area presently contains only seven parcels of non-residential use. If this area is to continue to attract quality residential development and if existing residential values are to be preserved, it should be given zoning protection.

Major Streets

The southern boundary of the three neighborhoods has been determined by the most probable route location of the proposed south peripheral expressway. Although the area west of Chambers Street is quite hilly, the expressway route shown in the development plan appears feasible based upon limited contour data. West 18th Avenue merging with Bailey Hill Road has been recognized in the development plan as an existing arterial. Construction of the proposed peripheral expressway will result in a desirable reduction in the build up of through traffic on this arterial. West 18th Avenue and West 11th Avenue are presently the two major east-west traffic carriers in this planning area. The continued use of West 18th Avenue and Bailey Hill Road as a major traffic carrier through this planning area creates significant conflict with adjacent residential development. There appears to be no practical way in which emphasis can be shifted to another route because of the area's topography. However, the development of high standard peripheral routes will minimize through traffic movements and provide significant protection to residential values.

Paragon Road in the Bailey Hill neighborhood is presently used by heavy non-residential traffic traveling between the Lorane area to the south and the commercial and industrial areas to the north and east. It is anticipated that the proposed west peripheral expressway will considerably reduce the non-residential traffic using Paragon Road to West 11th Avenue, and Bailey Hill Road to West 18th Avenue.

The 11th-13th Avenue one-way couplet will eventually begin in this planning area in the vicinity of McKinley Street. Eleventh Avenue west of Garfield Street is State Highway 220, more commonly known as Route "F." When completed, this highway will provide a direct route to the coast. Further study is needed with reference to upgrading this route to handle future traffic volumes.

A proposed arterial is shown along the south boundary of the Braes-Magladry neighborhood. This thoroughfare will provide a direct route from the Lorane Highway by way of Crest Drive to the Spencer Butte Expressway, thus reducing the volume of traffic which originates outside the Braes-Magladry neighborhood and presently travels through the neighborhood via Chambers Street and the Lorane Highway.

Schools

Future Enrollment. Based upon the population projection for this planning area, elementary enrollment will range from 305 pupils in the Braes-Magladry neighborhood to 655 in the Acorn Park neighborhood. Existing and projected school enrollment is indicated in Table II.

The enrollment projections, when divided between three projected total school sites, result in elementary enrollment estimates at the upper extreme. The actual nature of future development of steeper portions of this planning

area may result in a lower total population than projected. On the other hand, if population eventually exceeds estimates, some of this population can be serviced by additional school sites further south.

Location of School Sites. The two existing elementary schools are located off-center in relation to the area each will serve. The new elementary site is located south of 18th Avenue in the vicinity of Ellen Avenue and has a more central location.

The location of 18th Avenue and Bailey Hill Road and the use of these two roads as an arterial will continue to sever Bailey Hill, Acorn Park, and Westmoreland neighborhoods. Westmoreland and Bailey Hill elementary schools are both located on this arterial. Regardless of where a school might be located in any of the three neighborhoods north of the proposed peripheral expressway, a part of each of the neighborhoods would be separated from the elementary school by this arterial. As previously noted, the development of the peripheral route will minimize through traffic movements on 18th Avenue.

School Site Requirements. Based on the projected elementary enrollment for this planning area, each of the three existing sites will require additional land to meet minimum state standards. The two existing elementary schools, Bailey Hill and Westmoreland, contain a total of 30 classrooms.

To serve the projected elementary enrollment of Bailey Hill, Acorn Park, and Westmoreland neighborhoods a total of 74 classrooms will be needed. The projected enrollment and school site needs of the Braes sub-neighborhood have been combined with those of the Magladry sub-neighborhood, and appear in the Central Eugene planning area report.

A junior high school and a senior high school are proposed in this planning area. School District No. 4 is currently negotiating for the junior high school site shown in the development plan in the Bailey Hill neighborhood.

TABLE II

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Bailey Hill Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Braes-Magladry</u>								
Braes sub- neighborhood ^a	(25)	--	--	--	(105)	--	--	--
<u>Westmoreland</u>								
Westmoreland	345	8.97	5.37	19	605	11.10	7.40	24
<u>Bailey Hill</u>								
Bailey Hill	60 ^b	6.00	4.71	11	600 ^c	11.00	8.00	24
<u>Acorn Park</u>								
Proposed school	85	10.00 [*]	--	--	655	11.55	8.55	26
TOTAL	490	24.97	10.08	30	1,860	33.65	23.95	74

* Existing undeveloped site

^a School facility inventory and projected requirements for Braes-Magladry neighborhood appear in the Central Eugene planning area report

^b Includes 25 pupils from Bailey Hill neighborhood and 35 from West Industrial Area

^c Includes 565 pupils from Bailey Hill neighborhood and 35 from West Industrial Area

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
 Junior and Senior High Schools
 Bailey Hill Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Met Open Area	No. of Class-rooms	School Age Pop.	Gross Acres	Met Open Area	No. of Class-rooms
<u>Junior High Schools</u>								
Proposed school, Bailey Hill neighborhood	170	--	--	--	800	18.00	13.00	32
TOTAL	170	--	--	--	800	18.00	13.00	32
 <u>Senior High Schools</u>								
Proposed school, Acorn Park neighborhood	465	--	--	--	1,260	43.00	35.00	50
TOTAL	465	--	--	--	1,260	43.00	35.00	50

Parks and Recreation

The Bailey Hill planning area presently contains two developed parks -- Berkeley and Acorn -- and one undeveloped 12-acre site, Melvin Miller Park. The park and recreation inventory shows 26.70 acres available for neighborhood recreation use. This includes 11.22 acres at elementary school sites and 15.48 acres of existing park sites. Of the 26.70 acres, 12.62 are presently developed. Under the proposed school-park plan, this planning area will eventually have a total of 49.73 acres available for neighborhood recreation use.

There are no community park facilities at the present time. The development plan shows a community park integrated with the new high school in the Acorn Park neighborhood.

Existing and proposed park and recreation areas are indicated in Table III.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Bailey Hill Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Braes-Magladry^a</u>								
<u>Westmoreland</u>								
Westmoreland								
Elem. School	6.51	--	6.51		7.40	--	7.40	
Berkeley Park	--	0.90	0.90		--	3.20	3.20	
Melvin Miller Park	--	12.00 [*]	12.00		--	12.00	12.00	
Total			19.41	0.84			22.60	0.44
<u>Bailey Hill</u>								
Bailey Hill								
Elem. School	4.71	--	4.71		8.00	--	8.00	
Neighborhood park	--	--	--		--	5.00	5.00	
Total			4.71	1.00 ^b			13.00	0.27 ^b
<u>Acorn Park</u>								
Elementary school	-- [†]	--	--		8.55	--	8.55	
School-park	--	--	--		--	3.00	3.00	
Acorn Park	--	2.58	2.58		--	2.58	2.58	
Total			2.58	0.49			14.13	0.27
TOTAL NEIGHBORHOOD FACILITIES			26.70	0.76			49.73	0.33

* Existing undeveloped site

^a Park and recreation proposals appear in Table III, Central Eugene planning area

^b Includes population of West Industrial Area

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Bailey Hill Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
New junior high school Bailey Hill neighborhood	--	--	--	13.00	--	13.00
New senior high school Acorn Park neighborhood	--	--	--	35.00	--	35.00
TOTAL COMMUNITY FACILITIES			0.00			48.00

II. NEIGHBORHOODS

Braes-Magladry

The Braes-Magladry neighborhood has been divided into two sub-neighborhoods because of scale limitations in preparing the maps. This division occurs along Chambers Street, with the Magladry sub-neighborhood in the Central Eugene planning area and the Braes sub-neighborhood in the Bailey Hill planning area. As noted in the Central Eugene report, this latter neighborhood has experienced only scattered development due mainly to its topography and, until recently, the lack of sanitary sewers.

The topography in the Braes sub-neighborhood is hilly, sloping down rapidly to the north and south from a point midway between Cameron Court and Gordon Highway. Residential lots are necessarily large in this area because of the steep terrain. It has been assumed that the development density of the Braes-Magladry neighborhood will be considerably lower than in more level portions of the city.

The Braes-Magladry neighborhood is bounded on the north by the proposed peripheral expressway, and on the east by Storey Boulevard and a portion of the Lorane Highway. The south boundary follows a somewhat natural geographic division between the suburban area to the north and the rural area to the south. The west boundary follows a north-south section line which approximates the likely limit of urban development.

The projected elementary enrollment for this neighborhood is 305 pupils, requiring a minimum site of 8 acres. A combined elementary school and neighborhood park of 13 acres is proposed in the development plan. This site will eventually replace the existing Stella Magladry Elementary School (located on Whitbeck Boulevard north of McLean Boulevard) since surrounding residential development and uneven topography prevent satisfactory expansion of the existing elementary site. When the new elementary school site has been developed, it is suggested that the Stella Magladry Elementary School site be retained for neighborhood park purposes. The school and park facility inventory and projected requirements for the Braes-Magladry neighborhood appear in the Central Eugene planning area tables.

A proposed arterial is shown along the south boundary of this neighborhood. This thoroughfare would provide a direct route from the Lorane Highway by way of Crest Drive to the Spencer Butte Expressway. It would also reduce the volume of non-residential traffic presently using Chambers Street and the Lorane Highway, both of which pass through this neighborhood. The Lorane Highway has a poor alignment and inadequate width, which suggests the eventual substitution of another route to serve as a major traffic carrier.

Westmoreland

About one-half of this neighborhood is fairly level. The character of the terrain changes rapidly south of 22nd Avenue, rising up to an elevation of over 800 feet in the southwest portion of the neighborhood. Drainage is northeastward

Industrial zoning in the city marks this neighborhood's north boundary. The proposed peripheral expressway has determined the south and west boundaries. The east boundary follows north from the proposed expressway along Warren Street and Bailey Hill Road to the industrial area.

Bailey Hill Elementary School, located on Bailey Hill Road east of Four Oaks Grange Road, contains 11 classrooms and is situated on a 6.0-acre site. The projected elementary enrollment for this neighborhood is 600 pupils, which includes 35 pupils from the West Industrial Area. It is proposed that the existing site be expanded to 11.00 acres in order to meet the minimum state requirement. An eventual increase in classrooms from 11 to 24 will also be necessary to meet the needs of projected enrollment. While reasonably early site expansion is desirable, there is uncertainty as to the future dividing line between residential and industrial land uses, making enrollment projections less certain. Future development may suggest a modification of the projections.

A 5-acre neighborhood park is proposed in the north central part of the neighborhood east of Paragon Road. Somewhat less land would be required if the park were proposed in conjunction with the existing school site, where there is still considerable vacant land available northeast of the school. However, in view of the distance between the school site and the neighborhood's northern boundary, a more central location was selected. A second reason for proposing the park in this location can be seen from the existing land use map. There is more residential development in the industrial area to the north than is presently located in the Bailey Hill neighborhood. It has been assumed that the population of the West Industrial Area will remain fairly static until vacant land for industrial development is no longer available, at which time present residential development will probably decrease. During this interim period it will be necessary to recognize the school and recreational needs of the residents in the industrial area.

An 18-acre junior high school site is proposed in the east central portion of this neighborhood. This school would serve pupils from Bailey Hill and Acorn Park neighborhoods and 170 pupils from Westmoreland neighborhood, with a total projected enrollment of 800. No park proposal is made in conjunction with the junior high school site.

Acorn Park

Most of this neighborhood is hilly, with residential development, for the most part, in the less steep areas. The Amazon drainageway and a light industrial zone create the north boundary of the Acorn Park neighborhood. The east boundary follows south along Oak Patch Road, Broadview Street, and Hawkins Lane to the proposed expressway, which forms the south boundary. The west boundary follows Warren Street and Bailey Hill Road.

The projected elementary population is 655 pupils, requiring a minimum site of 11.55 acres. The school district has recently acquired a 10-acre school site south of 18th Avenue and west of Ellen Avenue. It is proposed that this site be expanded to meet the state minimum standard and that an additional three acres of park land be acquired in conjunction with the school site.

A senior high school is proposed southwest of the elementary school site. This school will serve all of the high school pupils from Bailey Hill, Westmoreland and Braes-Magladry neighborhoods, and 175 pupils from Patterson-Lincoln neighborhood, with a total projected enrollment of 1,260 pupils.

School and park proposals in the Acorn Park neighborhood amount to 61.25 acres — 11.75 acres for an elementary school with 3.00 acres for supplemental neighborhood park facilities, and 43.00 acres for a high school. The high school acreage could serve also as a community park without additional acreage, provided the entire grouping of public land is planned as a unit.

Adequate vacant land still exists south of the elementary school site for other school and park proposals. The combination of facilities on one site presents an excellent opportunity for a fully integrated, comprehensive school-park development. The need for a high school in this planning area is obviously some years away. Such is not the case with the elementary school, which may be needed in the next two or three years. Assuming that the land will be acquired, it is suggested that preliminary site studies be made regarding the general location of both schools and the integration of park facilities with these schools. Site studies could be prepared on a cooperative basis by the school district and the city prior to any preparation of specific building plans in order to help insure the most efficient use of the site.

W I L L A K E N Z I E P L A N N I N G A R E A

WILLAKENZIE PLANNING AREA

The Willakenzie planning area is bounded on the south and west by the Willamette River, on the north by the McKenzie River, and on the east by the Pacific Freeway.

The planning area is generally level, except for some small hills in the southwest and a number of natural drainageways that carry surface water toward the northwest. There has been a great deal of residential building in the southern part of the planning area, especially during the past five years.

The area is still troubled to some extent by flooding, although there has been no flooding of the Willamette River since the completion of controls at Lookout Dam. The McKenzie Ditch, a surface water drainageway, runs through the planning area toward the northwest from a point south of Harlow Road near the Pacific Freeway. New drainageways have recently been completed along the east side of the Pacific Freeway and the south side of the "Q" Street connector. An extensive drainage improvement program is currently being implemented in the planning area under sponsorship of the county and the U. S. Soil Conservation Service.

The only part of the planning area inside the city of Eugene at this time is a 7.7-acre tract in the southeast corner adjoining the freeway. This tract is owned by the city and is being held for park purposes.

The Willakenzie planning area has been divided into 10 neighborhoods. Existing and proposed thoroughfares have been the most significant factor in determining the neighborhood pattern. Coburg, Cal Young, Norkenzie, and Harlow roads all serve as neighborhood boundaries, as well as that portion of the north peripheral expressway crossing through the center of the planning area.

The three neighborhoods north of the proposed expressway are large and may eventually require some boundary adjustment. However, only limited development is likely in this area for some time.

I. THE PLANNING AREA

Population

The Willakenzie planning area contained 1,959 dwelling units at the time of the land use survey in 1957, and had an estimated population of 6,925 persons. This planning area could eventually contain over 10,000 dwelling units and have a population of 35,630 persons. The number of dwelling units and estimated population of the various neighborhoods in 1957 and the projected number of dwelling units and projected population at full development are indicated in Table I. It has been assumed that the density of residential development in the neighborhoods north of the peripheral expressway will be somewhat lower, as reflected in Table I. This assumption may require revision at some future time.

TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Willakenzie Planning Area

Neighborhood	1957		Projected	
	Dwelling Units	Popula- tion	Dwelling Units	Popula- tion
Washington	305	1,070	900	3,150
Harlow-Chase	377	1,320	1,221	4,275
Willakenzie	163	610	1,084	3,795
Coburg Road	48	165	991	3,470
Armitage	41	180	1,191	4,170
Cal Young	106	370	974	3,410
Willagillespie	212	740	850	2,975
Goodpasture	126	440	920	3,220
Oakway	342	1,195	1,130	3,955
Jeppesen	239	835	917	3,210
TOTAL	1,959	6,925	10,178	35,630

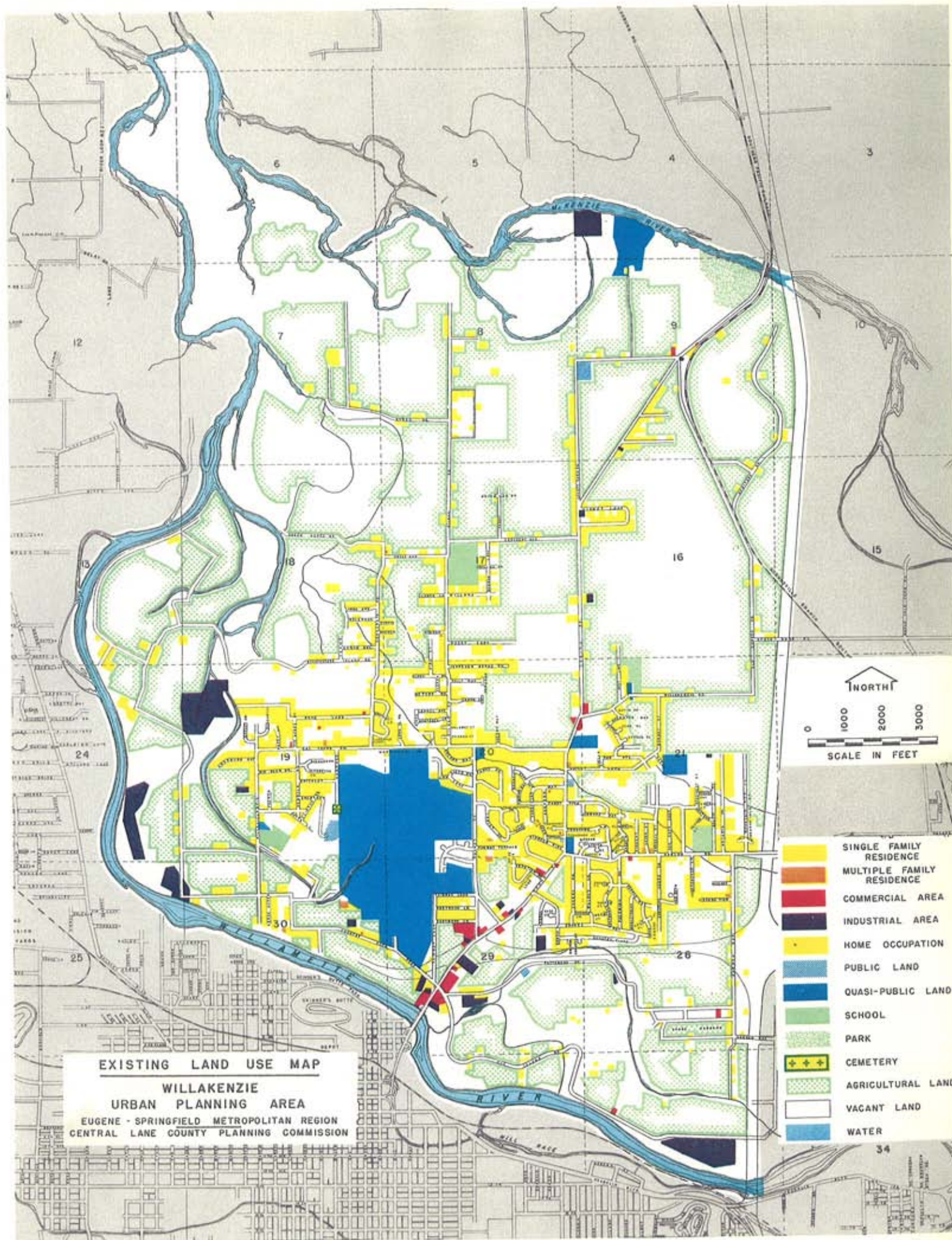
Land Use

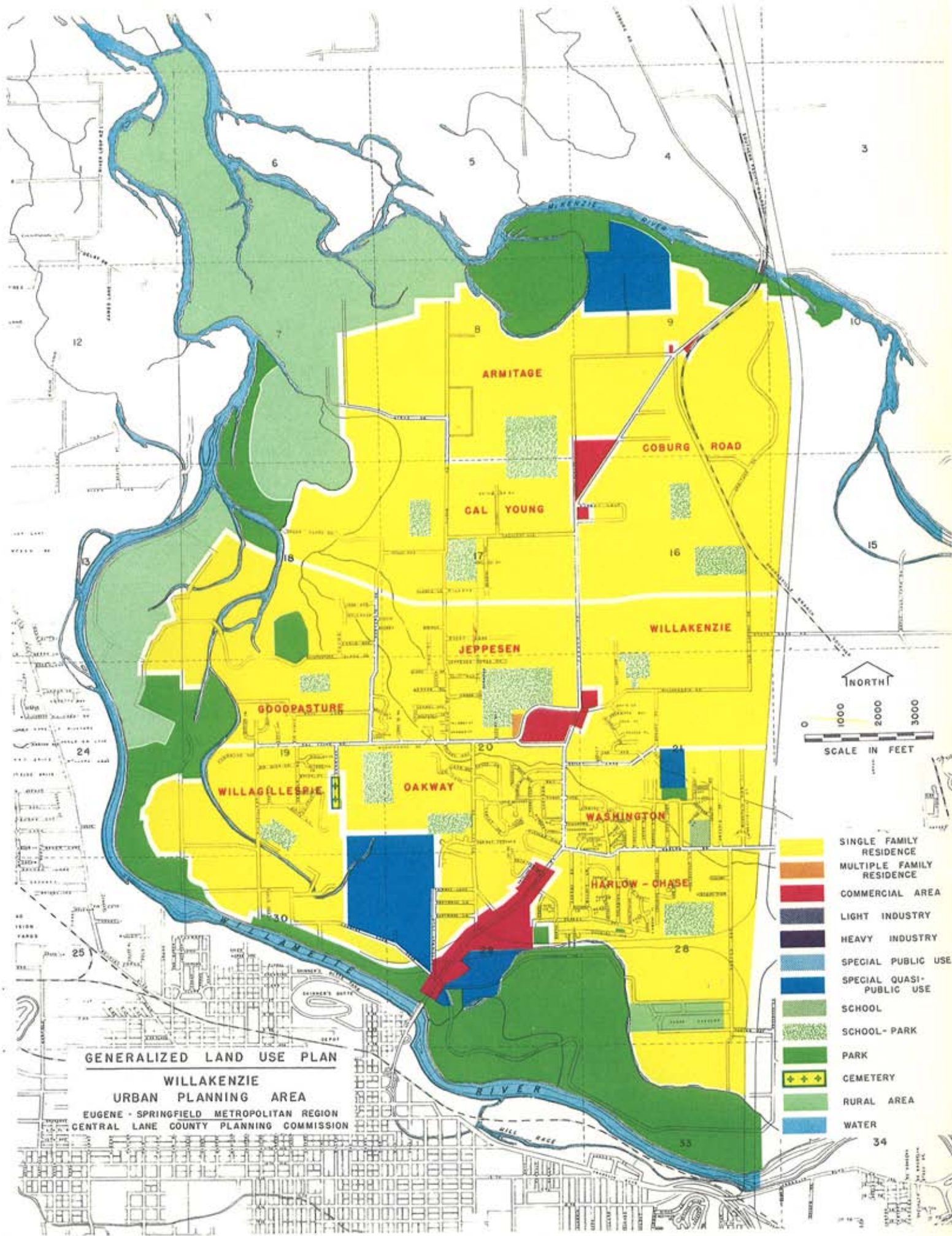
About one-fourth of the Willakenzie planning area has been developed for urban purposes. Agricultural and residential uses predominate, with commercial and a few industrial uses located along Coburg Road.

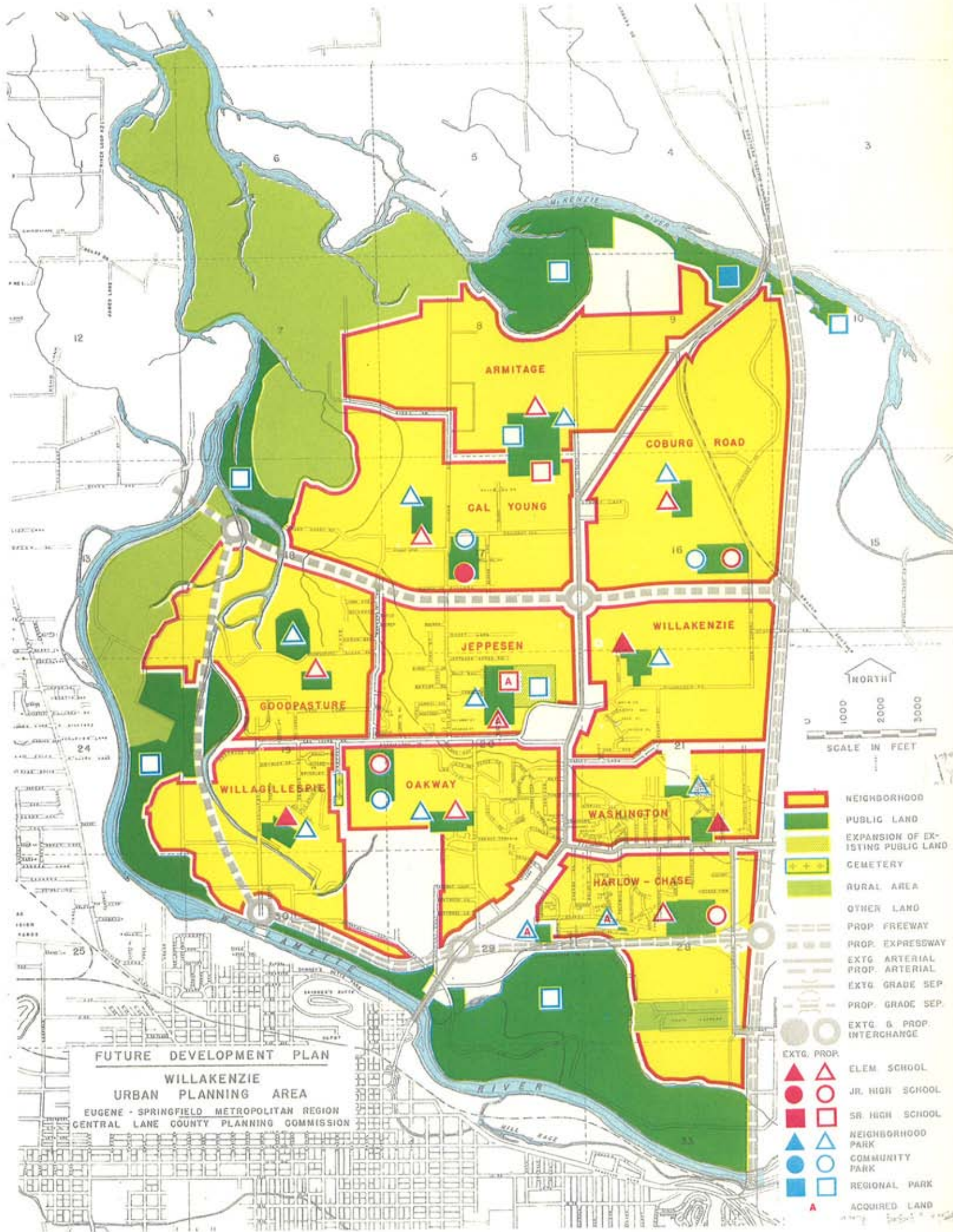
There are two golf courses in the planning area. One, a membership course, appears to have permanency. The other course is open for public play, and it has been assumed for planning purposes that this land will eventually be subdivided.

Of the developed land in the planning area, residential uses account for 52 per cent, commercial uses for 2.2 per cent, industrial uses for 3 per cent, public uses for 16 per cent, quasi-public uses (mainly the two golf courses) for 11 per cent, and streets for 16 per cent.

There are three major commercial areas shown in the land use plan. Most of the land used for commercial purposes just north of the Ferry Street Bridge and in the commercial area north of Cal Young Road is presently zoned for this purpose. A third commercial area of about 24 acres is suggested in the north-east corner of the planning area. The site is owned by Lane County and is part of the old County Farm. Because of its size and location, the County Farm site is well suited to commercial development, assuming the surrounding residential areas continue to develop. Because the site is in public ownership now, it should be possible by means of conditions attached to the sale of the property to assure the development of the site as an integrated shopping center.







FUTURE DEVELOPMENT PLAN

**WILLAKENZIE
URBAN PLANNING AREA**
EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION

- NEIGHBORHOOD
- PUBLIC LAND
- EXPANSION OF EX-
ISTING PUBLIC LAND
- CEMETERY
- RURAL AREA
- OTHER LAND
- PROP. FREEWAY
- PROP. EXPRESSWAY
- EXTG. ARTERIAL
- PROP. ARTERIAL
- EXTG. GRADE SEP.
- PROP. GRADE SEP.
- EXTG. & PROP.
INTERCHANGE
- ▲ △ ELEM. SCHOOL
- ○ JR. HIGH SCHOOL
- □ SR. HIGH SCHOOL
- ▲ △ NEIGHBORHOOD
PARK
- ○ COMMUNITY
PARK
- □ REGIONAL PARK
- A ACQUIRED LAND

It is possible that the area around this proposed shopping center might be developed somewhat on the Radburn pattern, with "super blocks," separation of vehicle and pedestrian traffic, insulation of residential areas from highways, and emphasis on schools and parks as the center of neighborhood activity.

It has been assumed that the few industries just north of the Ferry Street Bridge will sooner or later be relocated. This trend is already apparent.

A large part of the planning area along the Willamette River is still unzoned. Much of this area is used for agricultural purposes, but gravel pit operations are absorbing more and more acreage. Most of the more productive agricultural land has been shown in the land use plan as rural area. Positive steps, such as the enactment of land use regulations, will be required if further loss of rich farm land to surface mining is to be prevented.

A special quasi-public area has been proposed south of the "Q" Street Freeway between the future metropolitan park and the commercial area along Coburg Road. The use of this area by various social and fraternal organizations for the construction of club houses could benefit from the recreational facilities provided by the proposed metropolitan park and in turn could complement the park development.

Major Streets

The Pacific Freeway marks the eastern boundary of the planning area. This thoroughfare will have two points of interchange and two overpasses between the McKenzie and Willamette rivers. The "Q" Street Freeway forms one interchange connection, moving east and west from the interstate freeway to connect with the Ferry Street Bridge and to an interchange with 2nd and 3rd streets in Springfield. Ultimately the interstate freeway will be extended west along the river from Coburg Road to the proposed Jefferson Street Bridge and then south connecting with 6th and 7th streets in Eugene.

A second interchange occurs in the northern part of the planning area at the junction of the freeway with the Brownsville branch of the Southern Pacific Railroad and the proposed north peripheral expressway. The peripheral expressway route, shown in the development plan, has been surveyed and the state highway department is currently completing plans for the bridge across the Willamette River. Ultimately this expressway will provide a long-needed direct connection between the Willakenzie, River Road, and Danebo-Bethel areas.

A radial expressway is proposed extending north from the Jefferson Street Bridge to an interchange with the north peripheral expressway in the west central part of the area.

Coburg Road, Harlow Road, and Garden Way have been recognized in the development plan as major arterials. Present county plans call for the eventual completion of four travel lanes on Coburg Road between the McKenzie and Willamette rivers. It is possible that similar widening of Harlow Road and Garden Way will be necessary eventually.

Schools

Future Enrollment. Projected elementary school enrollments can be expected to range from 370 pupils in the Willagillespie neighborhood to 535 in the Harlow-Chase neighborhood. Existing and projected school enrollment and facility requirements are listed by neighborhood in Table II.

Location of School Sites. The Willakenzie planning area contains three elementary schools. This does not include the undeveloped Queens Way elementary school site north of Cal Young Road. In relation to neighborhood boundaries, three of the four sites have fairly central locations. Although Washington Elementary School is located on a heavily traveled arterial, the school's suggested service area does not extend south of the thoroughfare.

That portion of School District No. 4 which is east of the Pacific Freeway will eventually require two elementary schools, one in Game Bird neighborhood and one in Deadmond Ferry. These proposed elementary school sites are shown in the Central Springfield development plan.

Pupils from these two neighborhoods east of the freeway will attend secondary schools in the Willakenzie area and the secondary school site and classroom projections take into account the needs from this area.

School Site Requirements. The three existing elementary schools contain a total of 51 classrooms. At full development the planning area will need 10 elementary schools and 183 classrooms.

There is now one junior high school in the planning area. The school district also owns a 35.68-acre high school site. A total of four junior high schools and two senior high schools will eventually be required to serve the projected school population.

TABLE II
SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Willakenzie Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Washington</u> Washington	160	8.64	5.95	18	400	8.64	5.95	18
<u>Harlow-Chase</u> Proposed school	195	--	--	--	535	10.40	7.40	22
<u>Willakenzie</u> Willakenzie	75	8.01	6.97	18	475	9.81	7.81	19
<u>Coburg Road</u> Proposed school	25	--	--	--	435	9.40	6.40	18
<u>Armitage</u> Proposed school	25	--	--	--	520	10.20	7.20	21
<u>Cal Young</u> Proposed school	55	--	--	--	425	9.30	6.30	18
<u>Willagillespie</u> Willagillespie	110	12.61	10.71	15	370	9.61	7.61	15
<u>Goodpasture</u> Proposed school	65	--	--	--	405	9.10	6.10	16
<u>Oakway</u> Proposed school	180	--	--	--	495	10.00	7.00	20
<u>Jeppesen</u> Meadowlark	105	9.00 ^{*a}	--	--	400	9.00	6.00	16
TOTAL	995	38.26	23.63	51	4,460	95.46	67.77	183

* Existing undeveloped site

^a The Queens Way site contains 44.68 acres of which 9 acres have been designated for elementary school use

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Junior and Senior High Schools
Willakenzie Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms
<u>Junior High Schools</u>								
Proposed school, Oakway neighborhood	180	--	--	--	635	16.50	11.55	25
Cal Young	90	11.62 ^a	9.94	17	670	16.70	11.70	27
Proposed school, ^b Harlow-Chase neighborhood	225	--	--	--	700	17.00	12.00	28
Proposed school, ^c Coburg Road neighborhood	85	--	--	--	645	17.00	13.00	26
TOTAL	580	11.62	9.94	17	2,650	67.20	48.25	106
<u>Senior High Schools</u>								
Proposed school, Jeppesen neighborhood	405	35.68 ^d	--	--	1,300	35.68	27.68	52
Proposed school, Cal Young-Armitage ^e neighborhoods	175	--	--	--	1,350	43.50	35.50	54
TOTAL	580	35.68			2,650	79.18	63.18	106

^a The Cal Young school site contains 20.6 acres of which the junior high school presently uses 11.62 acres

^b Includes needs for Game Bird neighborhood, Central Springfield planning area

^c Includes needs for Deadmond Ferry neighborhood, Central Springfield planning area

^d The Queens Way site contains 44.68 acres of which 9 acres have been designated for elementary school use

^e Includes needs for Game Bird and Deadmond Ferry neighborhoods, Central Springfield planning area

Parks and Recreation

Various school and park proposals have been made in the land use plan and are explained in more detail later. Although the planning area is rapidly urbanizing, there has been no local government unit to acquire and develop parks and recreation facilities to serve the residential areas. As a consequence virtually no park sites have been established. In the more densely settled areas adjacent to Eugene, the little open land remaining is priced at \$3,000 to \$5,000 an acre, making park acquisition unlikely. Early action will be needed if less developed parts of the planning area are to be provided with adequate local park facilities.

Existing and proposed park and recreation areas are indicated by neighborhood in Table III. A total of 29.13 acres is available for neighborhood recreational use, of which approximately 23.63 acres are developed. All of the developed land is a result of net open play areas at existing elementary schools. Proposals provide for a total of 121.71 acres for neighborhood recreation use. This total includes 66.81 acres of net open land in connection with elementary school sites and 54.90 acres supplementing seven of the school sites and in four separate neighborhood park sites.

Approximately 9.4 acres are presently available for community recreation purposes. Proposals call for around 139 acres for community recreation use. This increase will result from the addition of net open land at three new junior high school sites and one new senior high school site, and supplemental acreage in conjunction with five of the six school sites.

Regional park proposals for the Willakenzie planning area total approximately 1,100 acres. More than half of the total acreage is accounted for by the proposed metropolitan park in the Patterson-Day Island area between Ferry Street Bridge and the Pacific Freeway. This proposed park contains around 540 acres, of which 273 acres are presently owned by the University of Oregon, Lane County, and the city of Eugene. Ferry Street Bridge Park, a county facility consisting of 12 acres, is included as a part of the 540 acres.

The remaining regional park proposals involve marginal land and areas which have been or are currently being used for gravel production. Some type of reclamation program, such as a sanitary fill, may be necessary in order to develop some of these locations for recreation purposes.

Armitage State Park, containing approximately 39.64 acres, is located in the northeast part of the planning area on the McKenzie River. It is proposed that this park be expanded downstream to include approximately 20 acres of county-owned land presently used for gravel operations and 200 acres of marginal land south of the river.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Willakenzie Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Washington</u>								
Washington Elem. School	5.95	--	5.95		5.95	--	5.95	
Neighborhood park	--	--	--		--	5.00	5.00	
Total			5.95	0.56			10.95	0.35
<u>Harlow-Chase</u>								
Elementary school	--	--	--		7.40	--	7.40	
Neighborhood park	--	5.00*	5.00		--	5.00	5.00	
Riverdale Park	--	.50-	.50		--	.50	.50	
Total			5.50	0.42			12.90	0.30
<u>Willakenzie</u>								
Willakenzie Elem. School	6.97	--	6.97		7.81	--	7.81	
School-park	--	--	--		--	3.00	3.00	
Total			6.97	1.14			10.81	0.28
<u>Coburn Road</u>								
Elementary school	--	--	--		6.40	--	6.40	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			9.40	0.27
Subtotal			18.42				44.06	

* Existing undeveloped site

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Willakenzie Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Armitage</u>								
Elementary school	--	--	--		7.20	--	7.20	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			10.20	0.24
<u>Cal Young</u>								
Elementary school	--	--	--		6.30	--	6.30	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			9.30	0.27
<u>Willagillespie</u>								
Willagillespie Elem. School	10.71	--	10.71		7.61	-- ^a	7.61	
School-park	--	--	--		--	3.00	3.00	
Total			10.71	1.45			10.61	0.36
<u>Goodpasture</u>								
Elementary school	--	--	--		6.10	--	6.10	
Neighborhood park	--	--	--		--	23.40	23.40	
Total				0.00			29.50	0.92
<u>Oakway</u>								
Elementary school	--	--	--		7.00	--	7.00	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			10.00	0.25
Subtotal			10.71				69.61	

^a The existing Willagillespie Elementary School site contains 12.61 acres. It is proposed that 3 acres of the existing site be developed as an integrated neighborhood park facility

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Willakenzie Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Jeppesen</u>								
Meadowlark	*							
Elem. School	---	---	---		6.00	---	6.00	
School-park	---	---	---		---	3.00	3.00	
Total				0.00			9.00	0.28
TOTAL NEIGHBORHOOD FACILITIES			29.13	0.42			122.67	0.34

* Existing undeveloped site

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Willakenzie Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
New junior high school Oakway neighborhood	--	--	--	11.55	--	11.55
Community park Oakway neighborhood	--	--	--	--	9.00	9.00
Cal Young Junior High School Community park	9.94	--	9.94	11.70	--	11.70
Cal Young neighborhood	--	--	--	--	3.90 ^a	3.90
New junior high school Harlow-Chase neighborhood	--	--	--	12.00	--	12.00
New junior high school Coburg Road neighborhood	--	--	--	13.00	--	13.00
Community park Coburg Road neighborhood	--	--	--	--	9.00	9.00
New senior high school Jeppesen neighborhood	-- [*]	--	--	27.68	--	27.68
Community park Jeppesen neighborhood	--	--	--	--	3.00	3.00
New senior high school Cal Young-Armitage neighborhoods	--	--	--	35.50	--	35.50
Community park Cal Young-Armitage neighborhoods	--	--	--	--	3.00	3.00
TOTAL COMMUNITY FACILITIES			9.94			139.33

* Existing undeveloped site

^a The Cal Young school site contains 20.6 acres. It is proposed that 3.9 acres be developed as an integrated community park facility with the junior high school

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Willakenzie Planning Area

	<u>Existing</u> <u>Total</u> <u>Area</u> <u>(In</u> <u>Acres)</u>	<u>Proposed</u> <u>Total</u> <u>Area</u> <u>(In</u> <u>Acres)</u>
<u>Regional Facilities</u>		
Park		
West of Goodpasture and Willagillespie neighborhoods	--	203.00
Park		
West of Cal Young neighborhood	---	98.00
Park		
North of Armitage neighborhood	39.64 ^a	261.00 ^b
Metropolitan park		
South of Harlow-Chase neighborhood	273.00	540.00
 TOTAL REGIONAL FACILITIES	 312.64	 1,102.00

a Armitage State Park

b Includes Armitage State Park

II. NEIGHBORHOODS

Washington

Washington neighborhood is bounded on the west by Coburg Road, on the south by Harlow Road, on the east by the Pacific Freeway, and on the north by Bailey Lane and an east-west line north of the Catholic school between Bogart Street and the freeway.

Washington Elementary School is located on a site of 8.64 acres on Harlow Road. The projected enrollment for this school is 400 pupils. The existing classrooms should be adequate to accommodate this enrollment. The site may ultimately be approximately 0.36 acres short of the state minimum standard, based on the projected enrollment. The existing street pattern and surrounding residential development preclude any expansion of the site.

A 5-acre neighborhood park site is proposed in the central part of the neighborhood.

Harlow-Chase

The Harlow-Chase neighborhood is bounded on the north by Harlow Road, on the east by the Pacific Freeway, on the west by a commercial area and a portion of Coburg Road, and on the south by the old main channel of the Willamette River.

Most of the area north of the "Q" Street Freeway, which severs this neighborhood, is already developed or will be developed within a relatively short time.

The projected elementary enrollment for the Harlow-Chase neighborhood totals 535 pupils, requiring a minimum site of 10.4 acres. The proposed junior high school will serve pupils from Washington, Harlow-Chase, and Game Bird neighborhoods, and will have an enrollment of 700 pupils.

The proposed elementary and junior high school site is shown in the plan north of the "Q" Street Freeway. As noted earlier, however, the site has been subdivided since the plan was prepared, and there is no other vacant land north of the freeway suitable for school purposes.

Consequently, future schools will have to be located in the sparsely developed area south of the freeway. It is important that immediate action be taken to acquire sites for both schools while vacant land remains within the neighborhood south of the freeway.

Two neighborhood park developments are proposed north of "Q" Street. One site of approximately 5 acres is owned by Lane County and was once used as a gravel pit. The second proposed park is a 0.5-acre site north of Country Place, which was dedicated to the public as Riverdale Park in March, 1956. Both neighborhood park sites are presently undeveloped.

A neighborhood park facility has not been proposed south of "Q" Street on the grounds that future school facilities and the planned metropolitan park will satisfy the recreation needs of this part of the neighborhood.

It is anticipated that a pedestrian overpass at the freeway may eventually be needed to supplement Garden Way, which is the only means of north-south access between the two parts of the neighborhood.

Willakenzie

The Willakenzie neighborhood area is bounded by Coburg Road on the west, the proposed peripheral expressway on the north, the Pacific Freeway on the east, and Bailey Lane and an east-west line between Bogart Street and the interstate freeway.

This neighborhood is approximately 16 per cent developed, with most of the dwellings in the southwest part. Willakenzie Elementary School is located in this neighborhood north of Willakenzie Road. The school is situated on an 8.01-acre site and contains 18 classrooms. Projected enrollment totals 475 pupils. A 1.8-acre expansion of this site is proposed in the development plan.

A 3-acre neighborhood park site is proposed for integrated development with the elementary school.

Coburg Road

The Coburg Road neighborhood is bounded on the east by the Pacific Freeway, on the south by the peripheral expressway, and on the west and northwest by Coburg Road. The neighborhood area is severed by the Brownsville branch of the Southern Pacific Railroad.

Projected elementary school enrollment totals 435 pupils. A 12.4-acre school-park site is proposed in the development plan, 9.4 acres for school purposes and 3 acres for supplemental neighborhood park use.

A 26-acre combined junior high school and community park site is proposed in this neighborhood. The school will serve pupils from Willakenzie, Coburg Road, and Deadmond Ferry neighborhoods, and will have a projected enrollment of 645 pupils. The Deadmond Ferry neighborhood is in the Central Springfield planning area.

The proposed junior high site is 0.55 acres in excess of the projected minimum state requirement. This allows some flexibility because of uncertainty as to development north of the river and because higher densities than projected may occur in some parts of the school service area. The remaining 9 acres of the proposed 27-acre site are designated for community park development.

Armitage

The Armitage neighborhood lies west of Coburg Road and immediately south of the McKenzie River.

Projected elementary school enrollment totals 520 pupils. A 10.20-acre elementary school site is proposed in conjunction with a proposed high school. The high school will have a 43.5-acre site in the southern part of this neighborhood and will serve pupils from Willakenzie, Deadmond Ferry, Game Bird, Cal Young, and Armitage neighborhoods. Total projected enrollment is 1,350 pupils.

A 6-acre neighborhood and community park development is proposed in conjunction with the combined elementary and high school site.

The acreage proposed for the high school may be somewhat excessive if the school district should find that the Queens Way high school site to the south is appropriate for a centrally located stadium development to serve the needs of both high schools in the Willakenzie planning area. However, it is also possible that the ultimate enrollment of the high school may be somewhat larger than projected because of possible future consolidation of School District 4 and School District 43, and because this portion of the planning area may develop to higher densities than has been anticipated.

Cal Young

The Cal Young neighborhood is bounded on the east by Coburg Road and County Farm Road, on the south by the proposed peripheral expressway, on the west by a former stream bed of the river, and on the north by Ayres and Gilham roads and an east-west line between sections 8 and 17.

This neighborhood, like Armitage and Coburg Road, is considerably larger than neighborhoods south of the peripheral expressway. Residential development is still sparse.

A 9.3-acre elementary school site is proposed in the western part of the neighborhood to accommodate a projected elementary enrollment of 425 pupils. Three additional acres adjacent to the site are proposed for neighborhood park development.

When the Cal Young school site was purchased the school district intended that it serve both the elementary school and junior high school needs of the surrounding residential area. This plan no longer appears feasible in view of the projected enrollment of the junior high school.

The Cal Young school site contains 20.6 acres, of which the existing junior high school presently uses 11.62 acres. This school will eventually serve pupils from Armitage, Jeppesen, and Cal Young neighborhoods and has a projected enrollment of 670 pupils. Based on the state minimum standard the junior high school site should eventually contain at least 16.7 acres. It is proposed that the remaining acreage be utilized for integrated community park development.

Willagillespie

The Willagillespie neighborhood is bounded on the north by Cal Young Road and on the east by Hammock Street and the west boundary of the Eugene Country Club golf course. The south boundary follows the freeway west to the river, and the west boundary coincides with the east boundary of a proposed regional park.

Debrick Slough cuts diagonally through the neighborhood. Most of the area southeast of the slough is still agricultural while the bulk of residential subdivision activity has occurred northeast of the waterway.

Willagillespie Elementary School is located just north of the slough on Willagillespie Road. The projected elementary enrollment for this school is 370 pupils. Site and classroom facilities are adequate to accommodate this future enrollment. The site contains 12.61 acres. It is proposed that 3 acres of the existing site be developed as an integrated neighborhood park facility.

Goodpasture

The Goodpasture neighborhood is bounded on the north by the peripheral expressway, on the east by Norkenzie Road, on the south by Cal Young Road, and on the west by an irregular line marking the probable limit of urban development.

Many former stream beds cut through the area. In addition there is a steep hill, most of which is heavily wooded, in the central part of the neighborhood just north of Goodpasture Island Road. It is proposed that this hill, containing about 23 acres, be acquired for future neighborhood park development. This proposal would retain a natural wooded area for recreation purposes in a location around which fairly intensive residential development is likely to occur in the near future.

A 9.10-acre elementary site is proposed in the central part of the neighborhood to serve the projected enrollment of 405 pupils.

Oakway

The Oakway neighborhood is bounded on the north by Cal Young Road, on the east by Coburg Road, on the south by commercial zoning, and on the west by a private country club and golf course.

It has been assumed for planning purposes that Oakway Golf Course will ultimately be given over to residential development. A portion of the golf course north of Fairway Loop has already been subdivided and developed.

Projected elementary school enrollment for this neighborhood totals 495 pupils, compared with an estimated elementary school population of 180 pupils in 1957. A 13-acre elementary school and neighborhood park site is proposed

just west of Oakway Golf Course -- 10 acres for school purposes and 3 acres for integrated park development.

A 25.5-acre combined junior high school and community park is proposed in the central portion of the neighborhood, on land presently used by the golf course. Of the 25.5 acres, 16.5 acres will be needed for future school purposes and 9 acres will be used for community park development. The school will serve pupils from Willagillespie, Goodpasture, and Oakway neighborhoods and has a projected enrollment of 635.

Jeppesen

The boundaries of the Jeppesen neighborhood are defined by the peripheral expressway on the north, Coburg Road on the east, Cal Young Road on the south, and Norkenzie Road on the west.

The projected elementary school enrollment for Jeppesen neighborhood totals 400 pupils. School District No. 4 owns a 29.68-acre site north of Queens Way and plans to add an additional 15 acres adjoining the site on the east. The elementary school will require a minimum of 9 acres of the eventual 44.68-acre site.

A high school is proposed north and east of the proposed elementary school. The high school will serve pupils from Willagillespie, Goodpasture, Oakway, Washington, Harlow-Chase, and Jeppesen neighborhoods, and has a projected enrollment of 1,300 pupils. The remaining 35.68 acres are proposed for future high school use.

It is proposed in the development plan that 3 acres of park land be acquired in conjunction with the elementary school and 3 additional acres in conjunction with the high school to provide for integrated neighborhood and community park development. If possible, it may be desirable to increase the amount of park land in conjunction with the high school site, which is somewhat below the standard used in this study.

RIVER ROAD PLANNING AREA

RIVER ROAD PLANNING AREA

The River Road planning area is bounded on the east by the Willamette River, on the west and south by the Southern Pacific Railroad and an eastward extension of Roosevelt Boulevard, and on the north by Irvington Drive and River Loop No. 2.

The planning area is generally level and drains in a northwesterly direction away from the Willamette River. Former stream beds are still in evidence throughout the area. The river and both existing and potential gravel borrow pits are major physical influences in the eastern portion of the planning area.

The planning area is predominantly residential. The largest concentration of population is in the south, with a smaller grouping in the vicinity of Irvington Road and River Road.

The River Road planning area has been divided into eight neighborhoods. The problems of existing school locations, service areas of sufficient population to support these schools, and the existing arterial have combined to create some awkward neighborhood boundaries. River Road has not been used as a neighborhood boundary in all instances.

Maxwell Road, currently a major connection between U. S. Highway 99 and River Road, does serve as a neighborhood boundary although this arterial may be severed in the future by the extension of the Southern Pacific Railroad Division yards. Before this happens, however, the peripheral expressway immediately north of the high school will become the major east-west connection and consequently another important neighborhood division.

I. THE PLANNING AREA

Population

The River Road planning area contained 2,697 dwelling units and had an estimated population of 9,435 persons at the time of the land use survey in 1957.

The planning area could eventually contain an estimated 9,237 dwelling units and have a population of 31,330 persons. This projected figure allows for streets, schools, and other public and quasi-public facilities which accompany residential development of vacant land.

The number of dwelling units and estimated population of the various neighborhoods in 1957 and the projected number of dwelling units and population at full development are indicated in Table I.

TABLE I

DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
River Road Planning Area

Neighborhood	1957		Projected	
	Dwelling Units	Popula- tion	Dwelling Units	Popula- tion
River Road	959	3,360	1,490	5,210
Howard	726	2,540	1,317	4,610
South Santa Clara	350	1,220	1,110	3,890
North Eugene	162	570	1,014	3,550
North Santa Clara	298	1,040	1,326	4,640
South Irving	52	180	1,220	4,270
North Irving	45	155	732	2,560
River Loop	105	370	1,028	2,600
TOTAL	2,697	9,435	9,237	31,330

Land Use

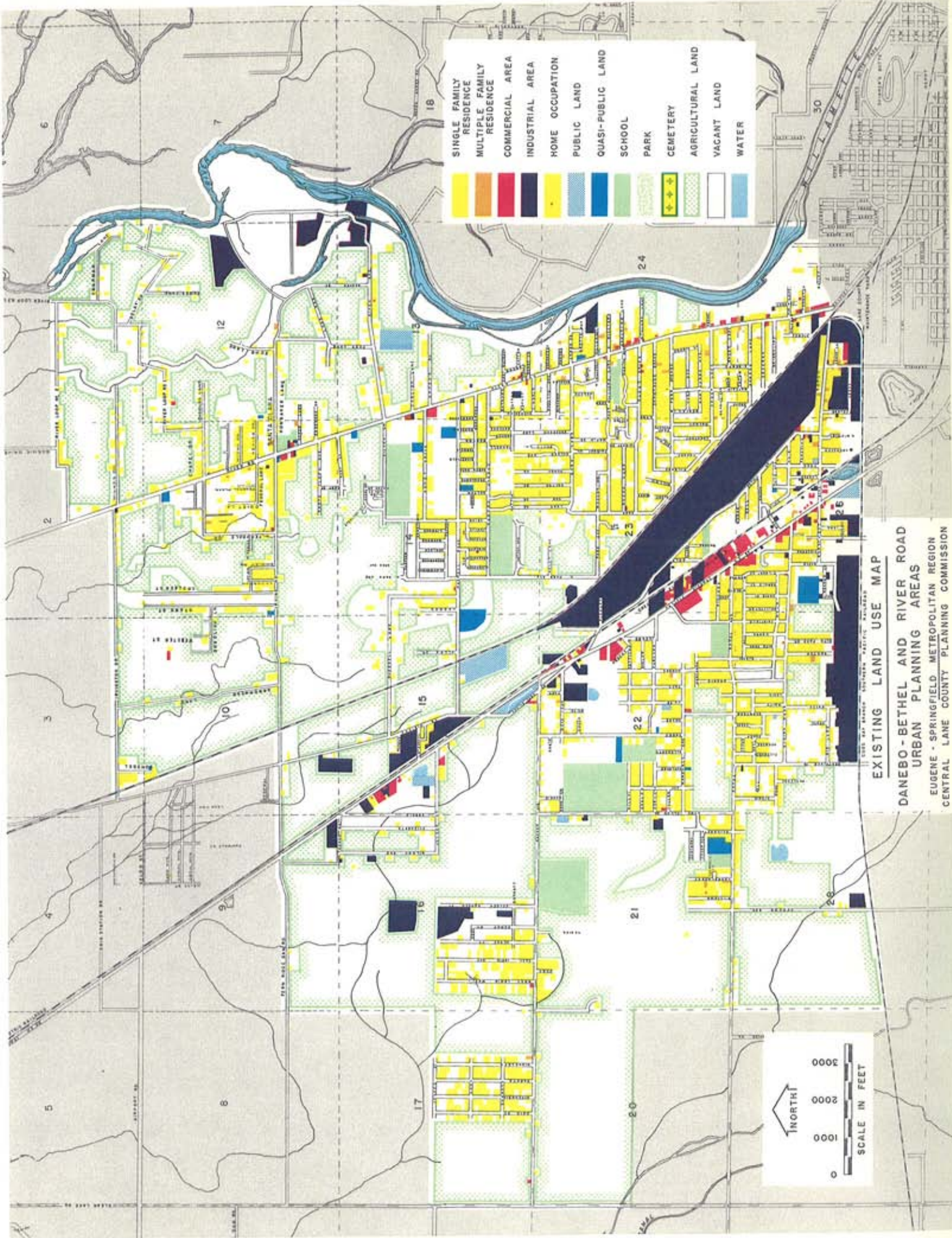
All of the area generally south of Fremont, Kourt, and Owosso drives between North Park Avenue and the river is zoned for suburban residential use with the exception of several small commercial zones along River Road.

Approximately 48 per cent of this zoned area is developed: 72 per cent is residential, 17 per cent is devoted to streets, 6 per cent to public and quasi-public use, and 4 per cent to commercial and industrial development.

About two-thirds of the remaining land in the planning area north of Kourt and Owosso drives is presently zoned, either for agricultural or residential use. Much of the planning area is still used for agricultural purposes, particularly that area north of Irving Road and Hunsaker Lane. Most of the residential zoning in the northern part of the planning area has followed subdivision activity. None of the area east of the Southern Pacific Railroad in sections 10 and 15 is covered by land use regulations.

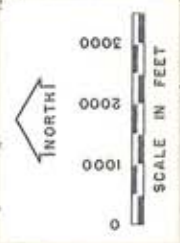
There are 48.8 acres of land zoned for commercial use in the River Road planning area, of which only 17.8 acres are presently developed for this purpose. In addition there are 10.8 acres used for commercial purposes in other zones, increasing the total amount of land in commercial use to 28.6 acres.

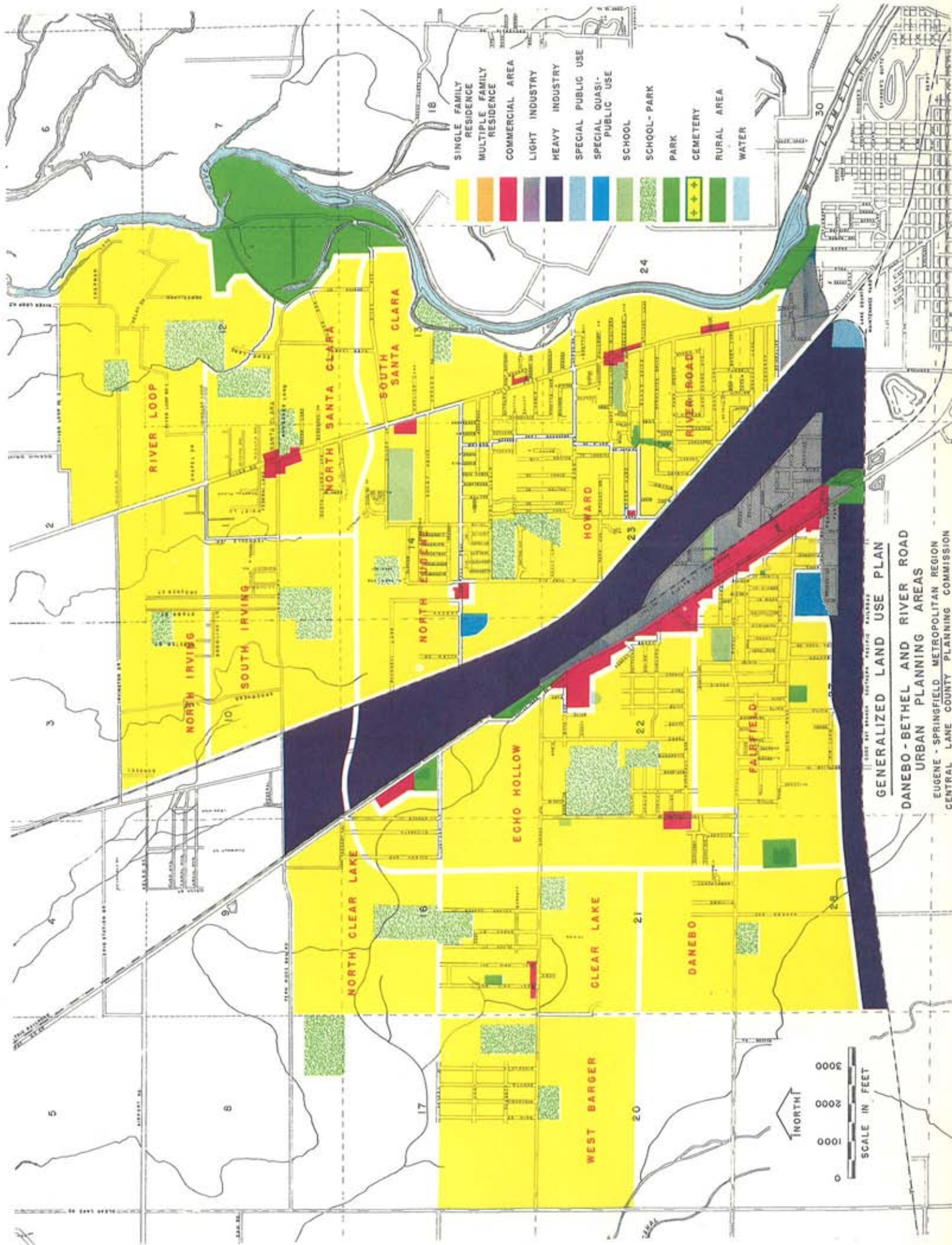
This amounts to 0.3 acres of commercial land for every 100 persons living in the planning area. If it is assumed for planning purposes that this is the amount of commercial land that the present population will support, then the amount of land that is presently zoned for commercial use together with the land in other zones that is presently in commercial use would be adequate to serve a population of 20,000, or twice the present population of the planning area.

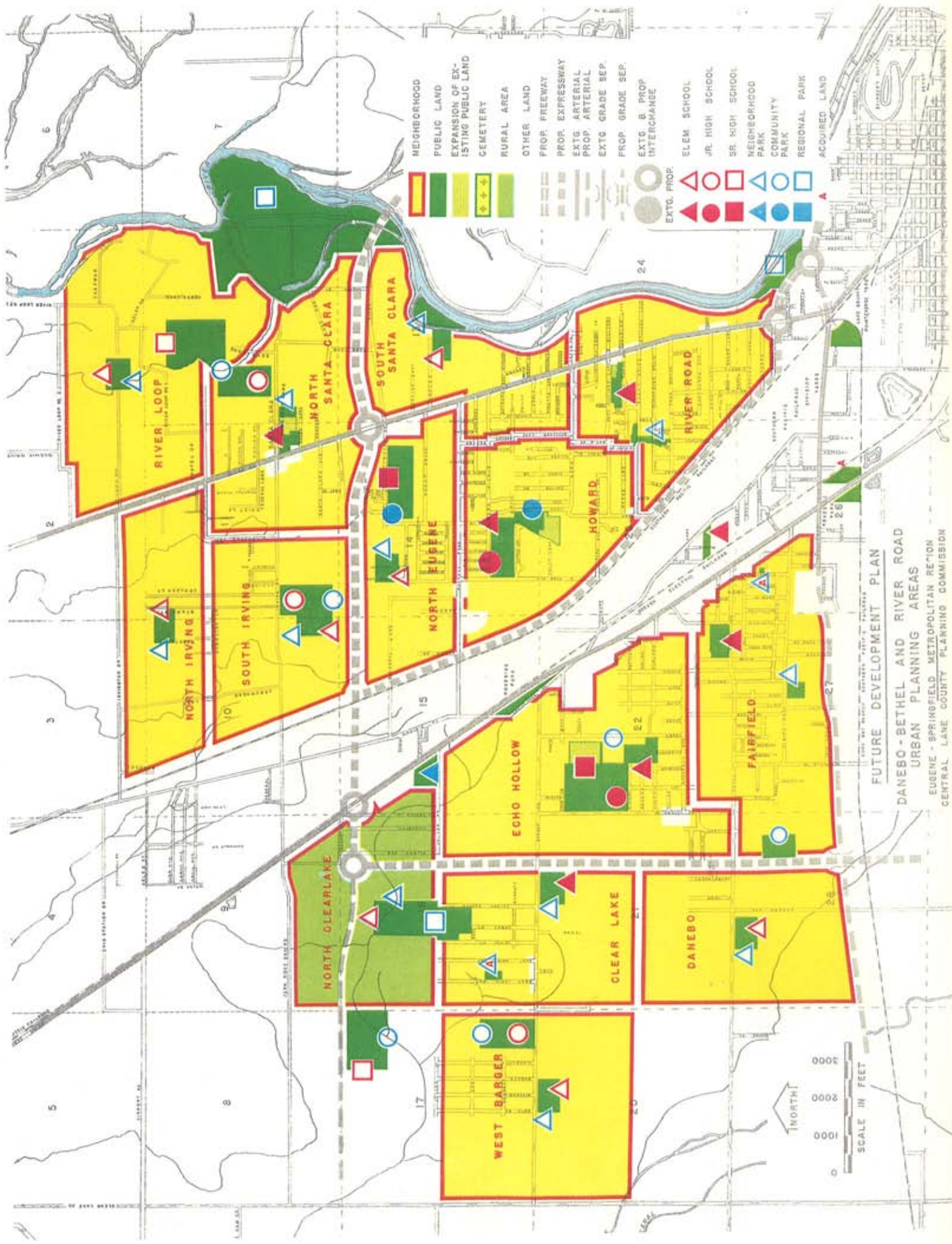


- | | | | | | | | | | | |
|-------------------------|-----------------|-----------------|--------------|-------------------|---------|--------------------------|--------------------------|--------------------------|-------------|--------|
| SINGLE FAMILY RESIDENCE | COMMERCIAL AREA | HOME OCCUPATION | PUBLIC LAND | QUASI-PUBLIC LAND | SCHOOL | PARK | CEMETERY | AGRICULTURAL LAND | VACANT LAND | WATER |
| (Yellow) | (Red) | (Dark Blue) | (Light Blue) | (Dark Blue) | (Green) | (Green with cross-hatch) | (Green with cross-hatch) | (Green with cross-hatch) | (White) | (Blue) |

EXISTING LAND USE MAP
 DANABO-BETHEL AND RIVER ROAD
 URBAN PLANNING AREAS
 EUGENE - SPRINGFIELD METROPOLITAN REGION
 CENTRAL LANE COUNTY PLANNING COMMISSION







FUTURE DEVELOPMENT PLAN
 DANEBO - BETHEL AND RIVER ROAD
 URBAN PLANNING AREAS
 EUGENE - SPRINGFIELD METROPOLITAN REGION
 CENTRAL LANE COUNTY PLANNING COMMISSION

On this basis it appears that the River Road planning area has more land zoned for commercial use than will be developed for this purpose for some time to come. Many of the undeveloped commercial zones are divided into many small parcels of separate ownership. The adverse effect of these separate ownerships limits commercial development to occasional individual units instead of possible integrated shopping centers.

The six commercial zones along River Road, as shown in the land use plan, are an average of one-half mile apart. Economic studies show that outlying commercial centers are usually more successful and better able to provide a variety of local services when spaced a mile or more apart. As the population more nearly approaches the projected full development of 32,000 persons, the need for more commercial land may become evident in other parts of the planning area.

There has also been a strong tendency toward strip commercial development, as illustrated by the existing land use map. This tendency is not unique to River Road but appears along many major arteries. It is particularly disturbing in the River Road area because of the extent to which residential values can be damaged if continued scattered commercial development is permitted.

Until an appreciable increase in population occurs, further commercial zoning appears inadvisable, particularly in view of the fact that sufficient area remains for commercial development to accommodate considerable residential growth. Clear standards regarding commercial zoning can minimize conflicts with the residential character of this well-established living area.

Combined two-family and multi-family use amounts to less than 2 per cent of the total developed area. No proposal is made in the land use plan for two-family or multi-family development other than is presently permitted by the land use zoning ordinance. If, at some future date, a demand for multi-family dwellings should occur, appropriate sites between commercially zoned areas and single-family development could be established.

The planning area contains few examples of mixed land use, but as previously noted, there is still a fairly large area which is not protected by land use regulations. Most of this unzoned area is still used for agricultural purposes, with some gravel borrow operations in the northeast portion. The extension of land use regulations to all of the unzoned area will prevent possible misuse of land in advance of the development of new subdivisions.

A small light industrial area is proposed in the south part of the planning area. This is an extension of the light industrial area in Central Eugene, the northern boundary of which is determined by the proposed dike road expressway. The area presently contains various commercial and light industrial uses in addition to scattered residential development. This proposed light industrial area would involve a reduction in the light industrial zoning which presently extends northward beyond the proposed expressway to a point 50 feet north of Briarcliff Avenue. As may be noted in the existing land use map, this portion of the existing light industrial zone does not contain industrial development at the present time. The proposed expressway will provide a strong physical

division between the projected residential development to the north and industrial expansion to the south.

Sanitary sewer service in the River Road planning area is presently limited to the small part of the area in the city of Eugene. The cities of Eugene and Springfield in 1950, recognizing the long-range relationship of the city sewer systems to the outside areas, jointly financed a survey to determine sewage treatment facilities needed in the metropolitan area to reduce pollution of the Willamette and McKenzie rivers. This survey covered an area of 68 square miles, extending about 18 miles east to west and 8 miles north to south. At that time the two cities occupied only about one-sixth of the area studied.

One of the findings of this survey was that the entire metropolitan area could be served from one sewage treatment plant located near the Willamette River downstream from the Eugene city limits. As a result of this survey the city of Eugene constructed its plant on a 15.8-acre site west of the Willamette River and south of River Avenue.

Major Streets

Three proposed expressways are routed through this planning area in addition to the existing arterial, River Road. One of these proposals is the north peripheral expressway. The route shown in the development plan has been surveyed and the state highway department is currently completing plans for the bridge to be constructed across the Willamette River. This expressway is part of a proposed metropolitan circumferential road and will provide a direct east-west connection between U. S. Highway 99 on the west and the Pacific Freeway and Springfield on the east. It will also provide a much needed second route between the River Road and Willamette planning areas and will relieve the present traffic load moving between these two areas via River Road.

Long standing problems in this area have been the conflict between River Road traffic and the railroad, and the limited capacity of River Road. An expressway paralleling the railroad is proposed to relieve River Road. This is an extension of the dike road circumferential route proposed in the Central Eugene planning area.

The dike road expressway divides in the vicinity of Grand Street, with one section leading into the River Road planning area and the second leading west toward the Danabo-Bethel area. This latter section will pass over River Road and the Southern Pacific Railroad and connect with Roosevelt Boulevard, providing a central business district by-pass route and further relieving traffic congestion on River Road.

Schools

Future Enrollment. Projected elementary school enrollments will range from 320 pupils in the North Irving neighborhood to 650 in the River Road

neighborhood. The projected enrollment of the River Road Elementary School is high because of the problem of establishing suitable boundaries in relation to projected population, school sites, and thoroughfares. The gradual displacement of residences in the proposed light industrial area south of River Road neighborhood may contribute some offsetting reduction in enrollment.

Location of School Sites. The River Road planning area presently contains five schools -- three elementary, one junior high, and one senior high. In general, the existing schools are centrally located in relation to the areas they serve.

River Road serves three school service areas, two of which contain elementary schools. As indicated by the projected enrollments, the elementary schools proposed in the development plan are necessary to maintain reasonably balanced enrollments. This is particularly true in the area south of the peripheral expressway, where projected enrollment figures indicate a need for four elementary schools. The location of the proposed school in the South Santa Clara neighborhood is suggested as a reasonable solution to the problem of school orientation as it relates to the existing arterial and the school service area.

School Site Requirements. A total of eight elementary sites will eventually be needed to serve the projected enrollment of the River Road planning area. Two of the three existing elementary sites will require additional land to meet the state's minimum site requirements. Currently the three elementary sites contain a total of 50 classrooms and 24.33 acres. The projected need is 164 classrooms and 79.85 acres.

A total of three junior high schools and two senior high schools will be required in this planning area to serve the projected enrollment.

The River Road planning area is served by two separate school districts. The portion of the planning area in sections 3, 10, and 15 is in School District No. 52, and the remaining area to the east is served by School District No. 4.

School District No. 52 elementary pupils living in the River Road area attend Irving Elementary School. This school contains 5 classrooms and is located between Prairie Road and the Southern Pacific Railroad on a 3.4-acre site.

This plant was erected in 1911 in the center of what was then the Irving School District. At that time there was also a high school on the same site. Two consolidation actions in 1948 combined this school district with three others to form School District No. 52.

Many changes have taken place in the vicinity of Irving since the construction of the elementary school. Light and heavy industrial development has occurred between the railroad and the highway in an area once devoted to agricultural production. For this reason the area has been designated for continued industrial development, as indicated in the land use plan of the Irving-Lone Pine planning area.

The projected elementary school population of that part of the River Road planning area in School District No. 52 totals 550 pupils. This enrollment will require a school site of 10.5 acres. In order to serve this elementary school population from a central location it will be necessary for School District No. 52 to provide a new school east of the railroad.

An alternative to constructing a new elementary school in the River Road area is suggested in the development plan. Under this proposal, School District No. 4 would assume responsibility for one more future elementary school in the River Road area. Pupils from this area would attend junior and senior high school in the River Road planning area. This would relieve School District No. 52 of responsibility for providing a new elementary school and furnishing transportation and additional facilities for secondary pupils from that part of the district presently in the River Road planning area.

Early consideration by the two school districts and the boundary board regarding the feasibility of altering the boundary as outlined will aid secondary school site planning. Concurrently, the boundary between the two school districts in the vicinity of the Coos Bay Branch of the Southern Pacific Railroad should be reviewed. A combination of boundary adjustments can provide a balance in the transfer of school obligations and in the transfer of assessed values.

Existing and projected school enrollments and facility requirements are shown by neighborhood in Table II. The projected school requirements assume that all of the pupils living east of the railroad will be served by primary and secondary schools within the River Road planning area. If such a boundary change is not feasible, the projected enrollment and need for the proposed junior high school in the South Irving neighborhood and for the proposed senior high school in the River Loop neighborhood will be reduced. It will also be necessary for School District No. 52 to plan for a probable increase of 275 secondary pupils in addition to those listed in Table II of the Danebo-Bethel planning area report, and to provide a new elementary school in the River Road planning area.

TABLE II
SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
River Road Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>River Road</u> River Road	420	8.10	5.98	18	650	9.45	6.45	26
<u>Howard</u> Howard	320	10.75	8.75	17	575	10.75	8.00	23
<u>South Santa Clara</u> Proposed school	155	--	--	--	485	10.00	7.00	20
<u>North Eugene</u> Proposed school	70	--	--	--	445	9.50	6.50	18
<u>North Santa Clara</u> Santa Clara	155	5.48	4.19	15	580	10.80	7.80	24
<u>South Irving</u> Proposed school	25	--	--	--	535	10.35	7.35	22
<u>North Irving</u> Proposed school	20	--	--	--	320	9.50	6.50	13
<u>River Loop</u> Proposed school	55	--	--	--	450	9.50	6.50	18
TOTAL	1,220	24.33	18.92	50	4,040	79.85	56.10	164

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
 Junior and Senior High Schools
 River Road Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Junior High Schools</u>								
Colin Kelly	370	12.22	6.35	21	610	12.22	6.25	24
Proposed school, North Santa Clara neighborhood	165	--	--	--	655	17.00	12.00	27
Proposed school, South Irving neighborhood	75	--	--	--	750	17.50	12.50	30
TOTAL	610	12.22	6.35	21	2,015	46.72	30.75	81
 <u>Senior High Schools</u>								
North Eugene	485	37.23	24.55	37	1,075	37.23	24.45	43
Proposed school, River Loop neighborhood	125	--	--	--	940	41.50	33.50	38
TOTAL	610	37.23	24.55	37	2,015	78.73	57.95	81

Parks and Recreation

Most of the neighborhood recreation space available to the population of River Road is limited to that resulting from school board site acquisition. Such is also the case in many of the other planning areas in the metropolitan region. Emerald Park is the area's only community facility, aside from land available at the junior and the senior high schools. Less than half of the planning area is served by the River Road Park and Recreation District, which observes the same service boundary as the River Road Water District. In general all of the area south of the high school, including the area in the Oaks subdivision north of Bushnell Lane, is served by the River Road Park and Recreation District.

Existing and proposed parks and recreation areas are listed in Table III. There are 18.92 acres available at the three existing elementary sites for neighborhood recreation use. A total of 85.95 acres has been projected for future neighborhood park and recreation use. This includes 49.85 acres of net open land which will be available at elementary schools and 36.1 acres at seven proposed neighborhood parks. All but two of the seven proposed neighborhood parks are 3-acre minimum sites. Six of the seven sites will lend themselves to integrated development with an existing or proposed elementary school.

It is possible that various factors may prevent development of a combined school-park in every instance where this is proposed in the land use plan. If this occurs, a minimum of 5 acres should be set aside for neighborhood park use in order to provide a level of development comparable with that which would be available in a neighborhood with an integrated school-park. In any event, the proposals will offer a minimum level of neighborhood facilities to serve a population of over 30,000 people.

Approximately 39 acres are available for community recreation purposes in the River Road planning area. This includes Emerald Park, a park district facility, and open land at Colin Kelly Junior High School and North Eugene High School. The addition of two junior high schools, one senior high school, and a community park development in conjunction with each of the proposed junior high schools results in a total of 121.9 acres of land for community recreational use.

Two regional park proposals, totaling 266 acres, are shown in the development plan. The park proposal in the northeast portion of the planning area recognizes a special opportunity to utilize an area presently spotted with gravel borrow pits.

The regional park proposal along the river in the south part of the planning area is a downstream extension of the 142-acre river front park suggested in the Central Eugene planning area report. This proposal would provide a continuous park along the south bank of the river for a distance of over one and one-half miles. Of the 21 acres shown in the River Road development plan, 2 acres are in county ownership and 9 acres are owned by the city of Eugene. The attractiveness of River Road as a residential area results partially from the open land within the region. Unless steps are taken to preserve some of this open land for public use, continued development will eventually destroy this asset.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
River Road Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>River Road</u>								
River Road Elem. School	5.98	--	5.98		6.45	--	6.45	
Neighborhood park	--	--	--		--	5.10	5.10	
Total			5.98	0.18			11.55	0.22
<u>Howard</u>								
Howard Elem. School	8.75	--	8.75		8.00	--	8.00	
Total			8.75	0.34			8.00	0.17
<u>South Santa Clara</u>								
Elementary school	--	--	--		7.00	--	7.00	
School-park	--	--	--		--	11.00	11.00	
Total				0.00			18.00	0.46
<u>North Eugene</u>								
Elementary school	--	--	--		6.50	--	6.50	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			9.50	0.27
<u>North Santa Clara</u>								
Santa Clara Elem. School	4.19	--	4.19		7.80	--	7.80	
School-park	--	--	--		--	3.00	3.00	
Total			4.19	0.40			10.80	0.23
Subtotal			18.92				57.85	

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
River Road Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>South Irving</u>								
Elementary school	---	---	---		7.35	---	7.35	
School-park	---	---	---		---	3.00	3.00	
Total				0.00			10.35	0.24
<u>North Irving</u>								
Elementary school	---	---	---		5.25	---	5.25	
School-park	---	---	---		---	3.00	3.00	
Total				0.00			8.25	0.32
<u>River Loop</u>								
Elementary school	---	---	---		6.50	---	6.50	
School-park	---	---	---		---	3.00	3.00	
Total				0.00			9.50	0.26
Subtotal				0.00			28.10	
TOTAL NEIGHBORHOOD FACILITIES			18.92	0.20			85.95	0.27

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
River Road Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
Colin Kelly Junior High School	6.35	---	6.35	6.25	---	6.25
Emerald Park	---	8.30	8.30	---	15.20	15.20
New junior high school South Irving neighborhood	---	---	---	12.50	---	12.50
Community park South Irving neighborhood	---	---	---	---	9.00	9.00
New junior high school North Santa Clara neighborhood	---	---	---	12.00	---	12.00
Community park North Santa Clara neighborhood	---	---	---	---	9.00	9.00
North Eugene High School	24.55	---	24.55	24.45	---	24.45
New high school River Loop neighborhood	---	---	---	33.50	---	33.50
TOTAL COMMUNITY FACILITIES			39.20			121.90

	Existing Total Area (In Acres)	Proposed Total Area (In Acres)
<u>Regional Facilities</u>		
Regional park (northeast)	---	266.00
Regional park (south bank of Willamette River) Public ownership	11.00	(21.00) ^a
TOTAL REGIONAL FACILITIES	11.00	266.00

^a This acreage included as a part of the 142-acre proposal in the Central Eugene planning area report

II. NEIGHBORHOODS

River Road

The River Road neighborhood is nearly level and drains in a northwesterly direction. Nearly two-thirds of the land is developed for urban purposes. The Willamette River on the east, the proposed light industrial area on the south, and the Southern Pacific Railroad on the west establish three sides of this neighborhood. The north boundary follows Arbor Drive and Horn Lane west from the river to Maple Drive, then south on Maple and Fairway drives to Elkay Drive, and finally west to Park Avenue and south to the railroad.

The River Road Elementary School, containing 8.10 acres, is located in the north part of the neighborhood on West Hilliard Lane. The projected enrollment for this school is 650 pupils. This enrollment will require a total of 26 classrooms. The site should eventually contain 11.5 acres in order to serve this projected enrollment. However, existing streets and residential and commercial development prevent extensive expansion of the site. A 1.35-acre expansion is proposed to the east of this site, as shown in the development plan. This would increase the site to 9.45 acres, which would be approximately 2 acres under the state standard. This proposal appears the most practical in the absence of any large amount of vacant land in the neighborhood.

A 5.10-acre neighborhood park development is proposed in the western part of the neighborhood. This proposed park extends along a natural drainageway from Park Avenue to north of Elkay Drive. The proposed park area is dotted with trees and contains a small lake.

Several examples of nonconforming land use exist in this neighborhood, including a gravel borrow operation along the river and several commercial and industrial uses along River Road. Many of these are of a home occupation character. It is assumed that most of the nonconforming uses will eventually disappear and that there is no basis for a change of zone to accommodate these activities.

Howard

The Howard neighborhood is fairly level and slightly over half of the land is developed for residential purposes. This neighborhood is bounded on the north by Maxwell Road and on the southwest by the Southern Pacific Railroad. The east boundary follows south from Maxwell Road along Barton Street and Andersen Lane to Horn Lane. It then jogs west to Maple Drive, south along Maple and Fairway drives to Elkay Drive, then west along Elkay Drive to Park Avenue and south to the railroad.

The Howard Elementary School and the Colin Kelly Junior High School are located on a 22.92-acre site south of Howard Avenue.

Projected elementary enrollment for this neighborhood is 575 pupils, requiring 23 classrooms and a 10.75-acre site.

If 10.75 acres of the 22.92-acre site are assigned to the elementary school, only 12.22 acres would be available for the junior high school. The junior high will serve pupils from River Road and Howard neighborhoods, and has a projected enrollment of 610 pupils. This requires a site of about 16 acres. Expansion of the present site is virtually impossible because of surrounding residential development.

The deficit of school ground play area should be offset to some degree by the open area and facilities available at Emerald Park to the south. This community park adjoins the elementary site and contains 8.3 acres. It is proposed that Emerald Park be expanded to 15.2 acres. This park facility is already in heavy use and this use can be expected to increase as the surrounding vacant areas continue to experience further urbanization. Immediate steps should be taken by the citizens of this community to acquire the additional land required for further park development and to develop a plan for the best possible integration of school and park facilities.

The small commercial zone along the northwest boundary of this neighborhood has not yet been developed, with the exception of a small neighborhood grocery to the north on Maxwell Road.

The special quasi-public area in the west part of the neighborhood on Maxwell Road (shown in the land use plan) contains a parochial elementary school.

South Santa Clara

The South Santa Clara neighborhood is developed to 31 per cent of its potential residential capacity. Most of the existing residential development has occurred south of Maxwell Road while much of the area to the northeast is still used for farming. In all probability the construction of the north peripheral expressway will materially change the present scattered residential development pattern in this north portion. Property in this neighborhood is favorably located in terms of early connection to the Eugene sewerage system. It would be desirable to work out some means by which sewers could be installed in this area at an early date in order to avoid the duplication of cost that results when septic tanks are constructed and later replaced by sewers.

The Willamette River and the proposed north peripheral expressway establish the east and north boundaries of the South Santa Clara neighborhood, while the south boundary follows Horn Lane and Arbor Drive between the river and Andersen Lane. The west boundary follows Andersen Lane and Barton Street north from Horn Lane to Maxwell Road, then east along Maxwell Road to River Road, and north to the expressway.

A combined elementary school and neighborhood park facility consisting of 21 acres is proposed in the central portion of the neighborhood near the river. Of the 21 acres, 10 acres will be needed to serve the projected elementary enrollment of 485 pupils. The remaining 11 acres consist of a wooded island area created by a meander of the Willamette River.

Residential development in the North Eugene neighborhood was generally limited to existing roads prior to 1956. Since that time five new subdivisions have been platted in the area north of the high school and west of Grove Street. Up to now, residential construction in these subdivisions has occurred very slowly. Existing or proposed thoroughfares establish the north, east, and south boundaries of the neighborhood, while the west boundary is the Southern Pacific Railroad.

The projected elementary enrollment for this neighborhood is 445 pupils. A combined elementary school and neighborhood park site of 12.5 acres is proposed west of the high school. The location of two undeveloped subdivisions west of the high school prevent development of the proposed elementary school on a joint site basis. As indicated in Tables II and III, 9.5 acres of the proposed 12.5 acres will be needed for future elementary use, with the remaining 3 acres proposed for integrated neighborhood park development.

North Eugene High School, located south of Silvers Lane, will serve all of the future high school population from Howard, River Road, South Santa Clara, and North Eugene neighborhoods, with a projected enrollment of 1,075 pupils. The present site contains 37.23 acres, which is approximately 3.5 acres less than the standard established for proposed high school sites in the Eugene-Springfield metropolitan region.

This site would be appropriate for a centrally located stadium to serve the needs of both high schools in the River Road planning area. Of the present 37.23 acres, approximately 12.7 acres are presently utilized for buildings, traffic circulation, landscaping, and parking.

If this plan were adopted, the school district might want to acquire additional land east of the present high school for future classroom construction while this land is still vacant. There is also a possibility that a minimum of 3 acres of the vacant land to the east could be acquired for development of additional community park facilities.

North Santa Clara

The North Santa Clara neighborhood is quite level and is cut in the eastern portion by several former stream beds. This neighborhood includes most of the unincorporated rural community of Santa Clara. The south boundary is the proposed peripheral expressway, while the east boundary follows the fringe of farming land adjacent to an old meander of the Willamette River. The north and west boundaries have been determined on a basis of projected population rather than by any strong physical division. The north boundary follows west from the old stream bed along Dibblee Lane and River Loop No. 1 to River Road, then runs west and south along Ferndale Drive and a south projection of Ferndale Drive to the peripheral expressway.

Santa Clara Elementary School is located on the east side of River Road south of Hunsaker Lane. The present school contains 15 classrooms and is situated on a 5.48-acre site. The projected elementary enrollment for this school is 580 pupils. It is proposed that this school site be expanded to

the east, as shown in the development plan, and that 3 acres of park land be acquired for development in conjunction with this area.

A 26-acre combined junior high school and community park is proposed in the northeast portion of this neighborhood, adjoining the proposed high school in the River Loop neighborhood. The facility will serve all of the junior high school pupils from South Santa Clara and River Loop neighborhoods, and 190 pupils from the North Santa Clara neighborhood, with a projected total enrollment of 655. Of the 26 acres, 17 acres are proposed for school purposes with the remaining 9 acres to be used for integrated community park development.

This neighborhood contains a 14.6-acre zoned commercial area. Approximately 3.6 acres are presently devoted to commercial, public and quasi-public use and the remaining area contains dwellings or is vacant land.

South Irving

Much of the area north of the proposed peripheral expressway is still predominantly agricultural. At the present time there is no physical boundary between what has been identified here as the North Irving neighborhood and the South Irving neighborhood.

The projected total elementary population of the two neighborhoods is 855 pupils. This enrollment will eventually require two elementary schools. In determining the size of the enrollment of the two schools, it is assumed that the first elementary school to be developed will be in the South Irving neighborhood. This school will serve pupils from both neighborhoods and possibly some of the area in the school district to the northeast until such time as the school reaches a maximum enrollment. An elementary school will then be needed in the North Irving neighborhood.

The proposed peripheral expressway and the railroad have been used to determine the south and west boundaries of the South Irving neighborhood. The north boundary follows a westerly projection of that portion of Ferndale Drive extending west from River Road, and the east boundary follows that portion of Ferndale Drive extending north from Irving Road and a southerly projection of Ferndale Drive to the proposed peripheral expressway.

Over half of this neighborhood is in School District No. 52, as pointed out in the discussion of schools in Part I of this report. However, as noted, one elementary school is proposed in the development plan to serve the projected enrollment of 535 pupils. This proposed site would consist of 13.35 acres, of which 10.35 acres would be required for school purposes and 3 acres of park land for an integrated school-park development.

A combined junior high school and community park site is proposed adjacent to the elementary school. The projected enrollment of the proposed junior high school is 750 pupils. This includes all of the pupils from North Eugene, South Irving, and North Irving neighborhoods and 100 pupils from North Santa Clara neighborhood. A 26.5-acre site is

DANEBO - BETHEL PLANNING AREA

proposed in the development plan, of which 17.5 acres are designated for school use and 9 acres for a community park in conjunction with the school development.

North Irving

The North Irving neighborhood is still predominantly agricultural and, based upon the existing and projected population, is only 6 per cent developed residentially. Physical features define this neighborhood on three sides--the railroad on the west, Irvington Drive on the north, and River Road on the east. The south boundary follows a projected section of Ferndale Drive extending west from River Road.

Although over one-half of this neighborhood is in School District No. 52, as is the case with the South Irving neighborhood, only one elementary school is proposed in the development plan to serve the total neighborhood area. The projected elementary enrollment is 320 pupils. Approximately 8.25 acres would be necessary to meet the minimum state standard for an enrollment of this size. A site of 9.5 acres is proposed since this school is likely to serve the remaining area within School District No. 4 to the north and east.

River Loop

The land use map shows that nearly all of the existing residential development in the River Loop neighborhood has occurred along county roads. Internal circulation is quite limited as is the case with nearly all of the area north of the proposed peripheral expressway. This neighborhood is larger than those to the south since it is not likely to experience any substantial amount of residential development for many years.

The neighborhood is bounded on the north by River Loop No. 2, on the east by the Willamette River and the proposed regional park, and on the west by River Road. The south boundary follows River Loop No. 1, Dibblee Lane, and an easterly projection of Dibblee Lane from River Road to an old meander of the river, then southeast to the proposed park.

The projected population and elementary enrollment for this neighborhood reflects the probability of lower density residential development than in other neighborhood areas nearer the central city.

A 12.5-acre site is proposed in this neighborhood for integrated elementary school and neighborhood park development. The projected elementary enrollment of 450 pupils will require 9.5 acres to meet the state minimum site standard.

A 44.5-acre high school site is proposed in the southern portion of the neighborhood adjoining the proposed junior high school and community park. The high school will serve North Santa Clara, South Irving, North Irving, and River Loop neighborhoods, with a projected enrollment of 940 pupils. The proposed site is approximately 2 acres in excess of the standard for 940 high school pupils since the projected enrollment does not take into account future residential development to the north in School District No. 4.

DANEBO-BETHEL PLANNING AREA

The Danebo-Bethel planning area is bounded on the east and south by railroads. There are no physical barriers to the north and west and these boundaries have been drawn along roads and section lines in a manner which will provide the various neighborhoods with sufficient future population to support an elementary school.

The land is flat and lends itself to residential development, although surface drainage problems and the lack of sanitary sewers tend to retard further urbanization. The largest concentration of residential development has occurred in the southeast part of the planning area. There are two smaller residential areas north of Barger Avenue.

The Danebo-Bethel planning area has been divided into six neighborhoods. A seventh area -- Bethel District -- is part of an area gradually converting to commercial and industrial use.

The first part of this section is concerned with the development of the entire planning area and the second part deals with the individual neighborhoods.

I. THE PLANNING AREA

Population

The Danebo-Bethel planning area contained 1,925 dwellings and had an estimated population of 6,735 persons at the time of the land use survey in 1957.^a This existing population figure is based upon the number of permanent dwelling units and an estimate of the average number of persons per dwelling unit.

It is estimated that the Danebo-Bethel planning area could eventually contain 6,866 dwelling units and have a population of 24,015 persons.

The Bethel district east of the Oregon Electric Railroad is completely surrounded by industrial and commercial development. It is assumed that the population of this area will remain static as a result of adjacent nonresidential activities. The number of dwelling units and estimated population of the various neighborhoods in 1957 and the projected number of dwelling units and population at full development are indicated in Table I.

^a The existing land use map, generalized land use plan, and future development plan for this planning area are shown in the section dealing with the River Road planning area, beginning on page 99.

TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Danebo-Bethel Planning Area

Neighborhood	1957		Projected	
	Dwelling Units	Popula- tion	Dwelling Units	Popula- tion
Fairfield	669	2,340	1,279	4,475
Danebo	72	250	934	3,270
Echo Hollow	459	1,605	1,220	4,270
Clear Lake	140	490	1,000	3,500
North Clear Lake	25	90	978	3,400
West Barger	132	460	1,027	3,600
Bethel District	428	1,500	428	1,500
TOTAL	1,925	6,735	6,866	24,015

Land Use

Less than half of the planning area (approximately 46 per cent) is presently covered by land use regulations. Nearly all of the residential development in the Echo Hollow neighborhood is presently within a zoned suburban residential district while over three-fourths of the area containing residential development in the Fairfield neighborhood is unzoned. A portion of the Bethel residential area and the area north of Barger Avenue in the Clear Lake neighborhood are also zoned for residential development.

The Danebo-Bethel planning area contains approximately 125 acres zoned for commercial development. All of the commercial areas which appear in the land use plan are presently zoned except for the area on the west side of the highway north of Jessen Drive. Nearly all of the land within this proposed extension of commercial zoning is presently devoted to commercial uses. No other additions to existing commercial zoning are suggested.

Two light industrial areas are indicated in the land use plan. Part of the area west of U. S. Highway 99 and immediately north of the Coos Bay branch of the Southern Pacific Railroad is presently zoned for light and heavy industry. The proposed light industrial area north of Roosevelt Boulevard and east of U. S. Highway 99 contains five separate zoning classifications, including light and heavy industrial, neighborhood commercial, and suburban and multiple-family residential.

As shown in the land use map, the predominant use between the Oregon Electric right of way and Bethel Drive is residential, although some instances of mixed land use also occur. Many of the people living in this residential area are employed in the immediately adjacent commercial and industrial districts. It is recognized that residential uses are likely to remain in

the Bethel district for an indefinite period. Nevertheless, it seems probable that ultimately the area will be given over to light industrial use because of the conflicts created by existing industrial and commercial development and the suitability of the area for industrial purposes.

All of the area north of Rikhoff Street between the Oregon Electric Railroad and the South Pacific Railroad, and south of Rikhoff Street between Bethel Drive and the Southern Pacific Railroad is zoned for heavy industrial use. A small expansion of the heavy industrial area is proposed in the southeast part of the planning area and between the proposed westward extension of Roosevelt Boulevard and the railroad.

The remainder of the planning area is proposed for ultimate residential development. A large proportion of this area, including substantial residential development, is not presently protected by land use regulations. Early residential zoning is indicated for all of the presently unzoned area designated for future residential use.

Major Streets

The major street pattern consists largely of new routes, since U. S. Highway 99 is the only existing major thoroughfare in the planning area. The projected pattern includes sections of two expressways and two arterials.

The north and west sections of the proposed peripheral expressway form an interchange in the North Clear Lake neighborhood. A limited access arterial is proposed west from the interchange. While this arterial would be of expressway character, it is proposed initially as a two-lane facility. This arterial would connect with the existing Fern Ridge Dam Road east of the reservoir and is an extension of that section of the arterial within the reservoir boundary that is presently a limited access road.

This proposed route will provide a second east-west link between the Territorial Road west of the reservoir and the Pacific Freeway.

The second proposed limited access arterial is a westward extension of Roosevelt Boulevard, which ultimately connects with Route "F" west of Traxler Road. This route is the final link in a central business district by-pass route between Route "F" and the Pacific Freeway, by way of the proposed bridge across the Willamette River in the vicinity of Jefferson Street. This extension of Roosevelt Boulevard is projected 600 feet north of and parallel to the railroad to permit the development of industrial sites accessible by rail.

Schools

Future Enrollment. Projected elementary school enrollments vary from 410 pupils in the Danebo neighborhood to 560 in the Fairfield neighborhood. The existing and projected elementary enrollment of 190 for the Bethel district is the same since it has been assumed that residential development within this industrial area will remain more or less static.

Location of School Sites. There are presently five elementary schools, one junior high, and one senior high in the planning area.

The Fairfield Elementary School is not central to the neighborhood area it is expected to serve, but the new Malabon Elementary School in Echo Hollow neighborhood and the Clear Lake Elementary School have more central locations in their service areas. It has been assumed that the Bethel Elementary School will be retained to serve elementary pupils from residential development east of the highway.

The fifth elementary school, Danebo, is almost completely enclosed by urban development: residences on the west, a church on the east, a new subdivision on the north, and the existing street on the south. The school contains seven classrooms and has a 5.21-acre site. Playground facilities at the adjacent church are presently utilized in addition to those on the school property. Since the surrounding urban development prevents expansion of this site, a new elementary school is proposed to the west to serve the Danebo neighborhood.

School Site Requirements. Vacant land is available in nearly all of the neighborhoods, still allowing for favorable selection of new and expanded sites to meet projected school enrollment needs. The five existing elementary schools contain a total of 54 classrooms. Two of the five elementary school sites will require additional acreage to satisfy the state's minimum standard.

A total of seven elementary schools and 122 classrooms will be required to serve the projected school enrollment of the Danebo-Bethel planning area. Two junior high schools and two senior high schools will eventually be required to serve the projected secondary school enrollment. The junior and senior high school projections allow for some growth as a result of gradual urbanization in rural areas adjacent to the planning area.

The projected enrollments of high schools in the Danebo-Bethel planning area are considerably less than in other planning areas in recognition of the policy of School District No. 52 with respect to the maximum size of physical plants.

The present boundaries of School District No. 52 extend east of the Southern Pacific Railroad to include all of the area in sections 3, 10, and 15 in the River Road planning area. The projected elementary school population of this area totals 550 pupils and would require a school site of 10.5 acres. An alternative to the need for School District No. 52 to construct a new elementary school in the River Road area is suggested in the development plan and is discussed more fully under the sub-heading of "School Site Requirements" in the River Road planning area report.

Existing and projected school enrollment and facility requirements are listed by neighborhoods in Table II.

TABLE II

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Danebo-Bethel Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Fairfield</u> Fairfield	350	9.90	6.97	17	560	10.60	7.60	23
<u>Danebo</u> Danebo	40	5.21	3.65	7	410	9.25	6.25	17
<u>Echo Hollow</u> Malabon	240	10.79	9.79	7	535	10.79	7.79	22
<u>Clear Lake</u> Clear Lake	75	9.00 ^a	6.02	16	440	9.61 ^a	6.61	18
<u>North Clear Lake</u> Proposed school	10	--	--	--	425	9.50	6.50	17
<u>West Sarger</u> Proposed school	60	--	--	--	450	9.50	6.50	18
<u>Bethel District</u> Bethel	190	4.10	2.45	7	190	4.10	2.45	7
TOTAL	965	39.00	28.88	54	3,010	63.35	43.70	122

^a Existing Clear Lake site consists of 40 acres, of which 9 acres are presently used by the elementary school. A total of 12.61 acres will provide for a minimum size integrated school-park development

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
 Junior and Senior High Schools
 Danebo-Bethel Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Junior High Schools</u>								
Proposed school, West Barger neighborhood	80	--	--	--	760	18.50	13.50	30
Cascade	400	14.09	9.01	16	750	17.50	12.35	30
TOTAL	480	14.09	9.01	16	1,510	36.00	25.85	60
 <u>Senior High Schools</u>								
Willamette	410	33.51	22.51	28	850	38.50	27.00	34
Proposed school, North Clear Lake neighborhood	70	--	--	--	660	38.50	30.50	26
TOTAL	480	33.51	22.51	28	1,510	77.00	57.50	60

Parks and Recreation

All of the land presently available for active recreation use is provided at various existing school sites with the exception of Fairfield Park, a 0.5-acre undeveloped neighborhood facility on Gilbert Street north of Elmira Road, and Sandy Park, a 3-acre, partially developed neighborhood facility on West Irving Way in the Clear Lake neighborhood.

In all, there are 40.64 acres available for neighborhood recreational use in the Danebo-Bethel planning area, including the two neighborhood park sites mentioned above. With the various proposals appearing in the development plan, a total of 71.46 acres will be available for neighborhood park and recreation use at full development. This includes 43.70 acres of net open land which will be available at elementary schools and 27.76 acres at seven proposed neighborhood parks.

A total of 31.5 acres is available for community recreational purposes at Cascade Junior High and Willamette Senior High schools. Various secondary school and community park proposals as indicated in the development plan total 154.10 acres.

The development plan shows proposals for land acquisition that take advantage of special site characteristics or are centrally located in the neighborhood they are expected to serve. Additional acquisition in Fairfield neighborhood partially compensates for the peripheral location of the elementary school.

This planning area contains three state-owned gravel borrow areas which were once used to provide fill material for road construction and now form small lakes. The 10.26-acre site just north of Jessen Drive presently serves as a highway roadside park. It is proposed as a future neighborhood park to serve North Clear Lake neighborhood, possibly continuing to serve as a highway roadside park as well. It is proposed in the development plan that the partially improved lake area north of Barger Avenue and the lake area south of Roosevelt Boulevard also be developed as roadside parks.

Existing and proposed park and recreation areas are listed by neighborhood in Table III.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Danebo-Bethel Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Fairfield</u>								
Fairfield								
Elem. School	6.97	--	6.97		7.60	--	7.60	
Neighborhood park	--	--	--		--	5.00	5.00	
Fairfield Park	--	.50*	.50		--	.50	.50	
Total			7.47	0.32			13.10	0.29
<u>Danebo</u>								
Danebo								
Elem. School	3.65	--	3.65		6.25	--	6.25	
School-park	--	--	--		--	3.00	3.00	
Total			3.65	1.46			9.25	0.28
<u>Echo Hollow</u>								
Malabon								
Elem. School	7.79	--	7.79		7.79	--	7.79	
Total			7.79	0.49			7.79	0.18
<u>Clear Lake</u>								
Clear Lake								
Elem. School	6.02	--	6.02		6.61	--	6.61	
School-park	--	--*	--		--	3.00	3.00	
Sandy's Park	--	3.00	3.00		--	3.00	3.00	
Total			9.02	1.84			12.61	0.36
<u>North Clear Lake</u>								
Elementary school	--	-- ^a	--		6.50	--	6.50	
School-park	--	10.26 ^a	10.26		--	10.26	10.26	
Total			10.26	11.40			16.76	0.49
Subtotal			38.19				59.51	

* Existing undeveloped site

^a State-owned, partially developed park area north of Jessen Drive

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
 Dansbo-Bethel Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>West Barger</u>								
Elementary school	---	---	---		6.50	---	6.50	
School-park	---	---	---		---	3.00	3.00	
Total				0.00			9.50	0.26
<u>Bethel District</u>								
Bethel Elem. School	2.45	---	2.45		2.45	---	2.45	
Total			2.45	0.16			2.45	0.16
TOTAL NEIGHBORHOOD FACILITIES			40.64	0.60			71.46	0.30

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Danebo-Bethel Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
New junior high school						
West Barger neighborhood	--	--	--	13.50	--	13.50
Community park						
West Barger neighborhood	--	--	--	--	9.00	9.00
Cascade Junior High School						
Echo Hollow neighborhood	9.01	--	9.01	12.35	--	12.35
New senior high school ^a	--	--	--	30.50	--	30.50
Community park ^a	--	--	--	--	3.00	3.00
Willamette Senior High School	22.51	--	22.51	27.00	--	27.00
Community park						
Echo Hollow neighborhood	--	--	--	--	3.00	3.00
Community park						
Clear Lake - North Clear Lake neighborhood	--	13.96 ^b	13.96	--	41.25	41.25
Community park						
Fairfield neighborhood	--	--	--	--	14.50	14.50
TOTAL COMMUNITY FACILITIES			45.48			154.10

	Existing Total Area (In Acres)	Proposed Total Area (In Acres)
<u>U. S. Highway 99 Roadside Parks</u>		
North of Barger Avenue	8.28 ^c	8.28
South of Roosevelt Boulevard	11.18 [*]	11.18
TOTAL ROADSIDE PARK FACILITIES	19.46	19.46

* Existing undeveloped site

^a West of North Clear Lake neighborhood

^b Owned by Lane County

^c Partially developed site

II. NEIGHBORHOODS

Fairfield

The Fairfield neighborhood is bounded on the east by existing commercial zoning, on the north by the right of way for the Bonneville transmission lines, and on the west and south by proposed thoroughfares.

Fairfield Elementary School is located in the northeast part of the neighborhood on Royal Avenue. The present school contains 17 classrooms and has a 9.90-acre site. The projected elementary enrollment for this school is 560 pupils. Based on this projection, the school may eventually require 23 classrooms and an additional 0.7 acres to meet the minimum state standard.

Three park proposals are suggested. A 5-acre neighborhood park is proposed south of Elmira Road between Waite and Baxter streets. It is also proposed that Fairfield Park, a 0.5-acre site located on Gilbert Street north of Elmira Road, be developed as a neighborhood facility. A neighborhood park is not proposed in conjunction with the elementary school because of the school's location in relation to its service area and the elongated shape of the neighborhood.

A 14.5-acre community park site is proposed on the west boundary of this neighborhood. The site presently contains a lake created by past gravel borrow operations. It is a particularly appropriate location for a community park to serve the southern part of the planning area.

Bethel Baseball Field is located in the southeast part of the neighborhood west of Maple Street. The area shown in the land use plan includes surrounding vacant land presently used for parking. The permanent retention of parking facilities adequate to serve the ball field will be important in minimizing the effect of the activity on adjacent residential property.

Danebo

The Danebo neighborhood has experienced only scattered residential development except for a small cluster of homes north of Royal Avenue. The neighborhood is bounded on the east and south by proposed thoroughfares, while the north and west boundaries follow no physical barrier and may warrant some adjustment after the area has further developed.

This neighborhood is presently served by the Danebo Elementary School on Royal Avenue. It is proposed that this school be replaced eventually by a new facility in a more central location within the neighborhood. The new site should contain approximately 9.25 acres in order to serve the projected elementary enrollment of 410 pupils.

It is proposed that an additional 3 acres be added to this school site for integrated development as a neighborhood park.

Echo Hollow

The Echo Hollow neighborhood is bounded on the north by Jessen Drive, on the west by the proposed expressway, on the south by the right of way of the Bonneville transmission lines, and on the east by existing commercial zoning and the highway. This neighborhood boundary may warrant some adjustment after the area has experienced further residential development.

Echo Hollow neighborhood contains three schools -- Malabon Elementary School, Cascade Junior High and Willamette Senior High. Malabon School has a site of 10.79 acres which is adequate to satisfy the state minimum standard for the projected elementary enrollment of 535 pupils. This school was recently constructed and contains 7 classrooms. A total of 22 classrooms will eventually be required to serve the projected enrollment.

Cascade Junior High School and Willamette High School are located northwest of the elementary school and share a site of 47.6 acres. The school district has assigned 14.09 acres to the junior high school and 33.51 acres to the high school.

Cascade Junior High School will eventually serve pupils from Fairfield, Bethel, and Echo Hollow neighborhoods and an estimated 105 pupils from Danebo neighborhood, with a projected enrollment of 750. Willamette High School will eventually serve pupils from Fairfield, Echo Hollow, Bethel, and Danebo neighborhoods, with a projected enrollment of 850.

It is proposed in the development plan that the 47.6-acre combined site be expanded by 8.4 acres in order to accommodate the projected enrollment of the two schools. An additional 3 acres of park land are proposed for development in conjunction with the junior and senior high schools to provide an integrated community recreation facility. The projected total school and park site needs for the Echo Hollow neighborhood are nearly 70 acres.

Clear Lake

The Clear Lake neighborhood is bounded on the east by the proposed peripheral expressway.

Barger Avenue, an east-west local street, provides the only access to this neighborhood from other areas. A large part of the area is still vacant agricultural land although a substantial amount of residential development has occurred north of Barger Avenue.

The Clear Lake Elementary School is located in the east central part of the neighborhood on a 40-acre site, 9 acres of which are presently used for an elementary school and District No. 52 administrative offices. It is proposed that 12.61 acres of the 40-acre site be designated for an integrated elementary school-neighborhood park development; approximately 9.61 acres of this is required to meet the minimum state standard for a school of the projected enrollment of 440 pupils.

It is possible that the proposed west peripheral expressway will require approximately 3.6 acres along the east part of the 40-acre site. Aside from the projected school, park, and expressway needs, no other proposals have been made for this site.

Sandy Park, a 3-acre partially developed site located on West Irwin Way, will serve as a supplemental neighborhood park. This site is presently under the jurisdiction of the Lane County Parks Department.

North Clear Lake

The North Clear Lake neighborhood appears in the development plan as a rural area rather than a residential area. Neighborhood boundaries have been used only to denote an elementary school service area, since all of the residential development is rural in character.

The proposed thoroughfare pattern shown in the development plan would eventually bisect the elementary school service area into three parts, and for this reason the neighborhood boundaries may be subject to some revision once a final decision is made on the alignment of the peripheral thoroughfare.

This neighborhood could eventually contain a total of 425 elementary school pupils, if it is developed to the same density projected in the urban areas of the metropolitan region.

A 9.5-acre school site is proposed to serve this projected enrollment. This proposal is slightly in excess of the state's minimum site requirement in order to allow for a possible increase in enrollment when the boundaries of the neighborhood become more firmly established.

A 41.25-acre community park is proposed south of the elementary school. Lane County presently owns approximately 14 acres of this proposed site. The area has been used in the past for gravel borrow operations, which has resulted in several man-made lakes. It is assumed that the development of this site could be integrated with that of the proposed elementary school to provide neighborhood as well as community park facilities.

The Oregon State Highway Department owns a partially developed 10.26-acre roadside park on U. S. Highway 99 north of Jessen Drive. It is proposed that this site be further developed to serve as a neighborhood park in addition to its present use as a roadside facility. As a neighborhood park this facility would serve that part of the North Clear Lake neighborhood which is south and east of the proposed expressways and the northern part of Echo Hollow neighborhood.

A 38.5-acre senior high school site is proposed adjoining the west boundary of North Clear Lake neighborhood. This school will serve all of the projected pupils from West Barger, Clear Lake, and North Clear Lake neighborhoods, and 100 pupils from Danebo neighborhood, with a total enrollment of 660. This proposed site is approximately two acres in excess of the standard used for new high schools in the metropolitan region in order to

allow for enrollment from rural areas within the school district. It is proposed that a minimum of 3 acres of land be acquired for community park development in conjunction with the 38.5-acre high school site.

West Barger

Nearly 95 per cent of the limited residential development in West Barger neighborhood has taken place in a subdivided area north of Barger Avenue. Most of the development in this subdivision is substandard and will probably tend to discourage any appreciable amount of higher quality residential development in the surrounding area.

A 9.5-acre school site is proposed in the central part of this neighborhood to serve a projected elementary enrollment of 450 pupils. A 3-acre neighborhood park is proposed in conjunction with the school.

A 27.5-acre combined junior high school and community park is proposed in the eastern part of this neighborhood. The junior high school will serve pupils from Clear Lake, North Clear Lake, and West Barger neighborhoods, with a projected enrollment of 760 pupils. The school site proposal is approximately 1 acre in excess of the minimum state standard in order to allow for a possible enrollment increase from rural areas.

Bethel District

The Bethel district is surrounded on all sides by industrial and commercial development. The existing elementary school, located in the north part of the district, contains 7 classrooms and has a 4.1-acre site. It is assumed for planning purposes that the present population of this area will remain unchanged and no additions to present school facilities are proposed.

No park proposals have been made for the Bethel district.

CENTRAL SPRINGFIELD PLANNING AREA

CENTRAL SPRINGFIELD PLANNING AREA

The Central Springfield planning area includes the city of Springfield and the surrounding area bounded generally by the new interstate freeway, the McKenzie River, the Wendling branch of the Southern Pacific Railroad, the east city limits, and the middle fork of the Willamette River. North of Main Street, the area is mostly flat except for a steep hill on the west side of the city and some hills to the northeast. The area south of Main Street is generally steep but includes a considerable amount of buildable view property. Planning for community facilities in this area is based on the assumption that all of the land will eventually be developed for urban purposes, except for certain outlying agricultural land, some low property along the river, and the unbuildable land on the steeper hillsides.

The area has been divided into 13 neighborhoods. Not included in the neighborhood pattern are the central business district, other major commercial areas, some public land around the hospital, and the industrial areas.

The first part of this report will deal with the development of the planning area as a whole. The second part deals with the individual neighborhoods.

I. THE PLANNING AREA

Population

There were 4,973 permanent dwelling units in the Central Springfield planning area, with an estimated population of 16,445 at the time of the land use survey. Not included in this number were trailer houses, apartment hotels, and other semi-transient facilities.

If all of the various properties inside the planning area that are likely to be used for residential purposes are actually developed, it is estimated that the area could accommodate 13,623 dwelling units and a population of about 46,075. In making these projections, appropriate allowance has been made for streets and other public uses in connection with the development of land that is presently vacant.

There are now 328 dwelling units, housing an estimated 885 persons, located within projected commercial and industrial areas. While some of these units will eventually be replaced by other uses, it has been assumed in this analysis that the present population of these areas will remain unchanged.

The number of dwelling units and the estimated population of the various neighborhoods in 1957 and the projected number of dwelling units and population at full development are indicated in Table I.

TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Central Springfield Planning Area

Neighborhood	1957		Projected	
	Dwelling Units	Popula- tion	Dwelling Units	Popula- tion
Deadmond Ferry	131	460	865	3,030
Game Bird	230	805	1,215	4,255
Beverly Park	141	495	680	2,380
North Fifth Street	263	920	854	2,900
Page	167	585	1,020	3,460
Hayden Bridge	38	135	732	2,565
Seavey Crossing	58	205	1,101	3,850
North Garden Way	281	985	715	2,505
South Garden Way	483	1,610	1,651	5,445
Moffitt	585	2,050	925	3,240
Maple	1,224	4,275	1,719	5,875
Willamette Heights	102	355	762	2,675
Brattain	935	2,655	1,049	2,985
Commercial and industrial areas	328	885	328	885
Other land parcels	7	25	7	25
TOTAL	4,973 ^a	16,445 ^a	13,623	46,075

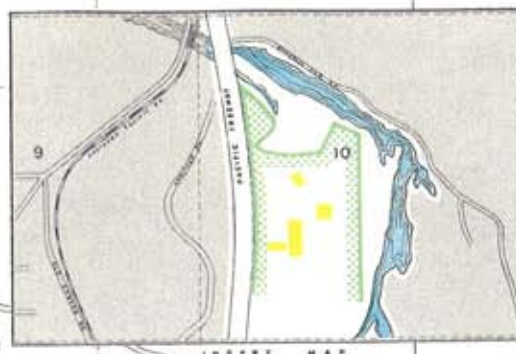
^a The dwelling unit count does not include trailer units or such permanent units as may exist in apartment hotels. As a result, the population figure can be assumed to be slightly conservative. A comparison of the 1957 population estimate above for area within Springfield indicates the estimate may be low by about 1,700 persons

Land Use

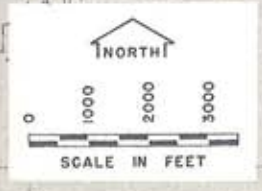
Within the planning area about 124 acres are presently zoned for commercial use. About 56 per cent of this land is actually used for commercial purposes at the present time. Six per cent of the land in commercial use is in residential zones and 18 per cent is in industrial zones.

In the land use plan, the existing multi-family residential zone just north of the central business district is extended to include the half-block west of Mill Street from "D" to "H" streets. The existing heavy industrial

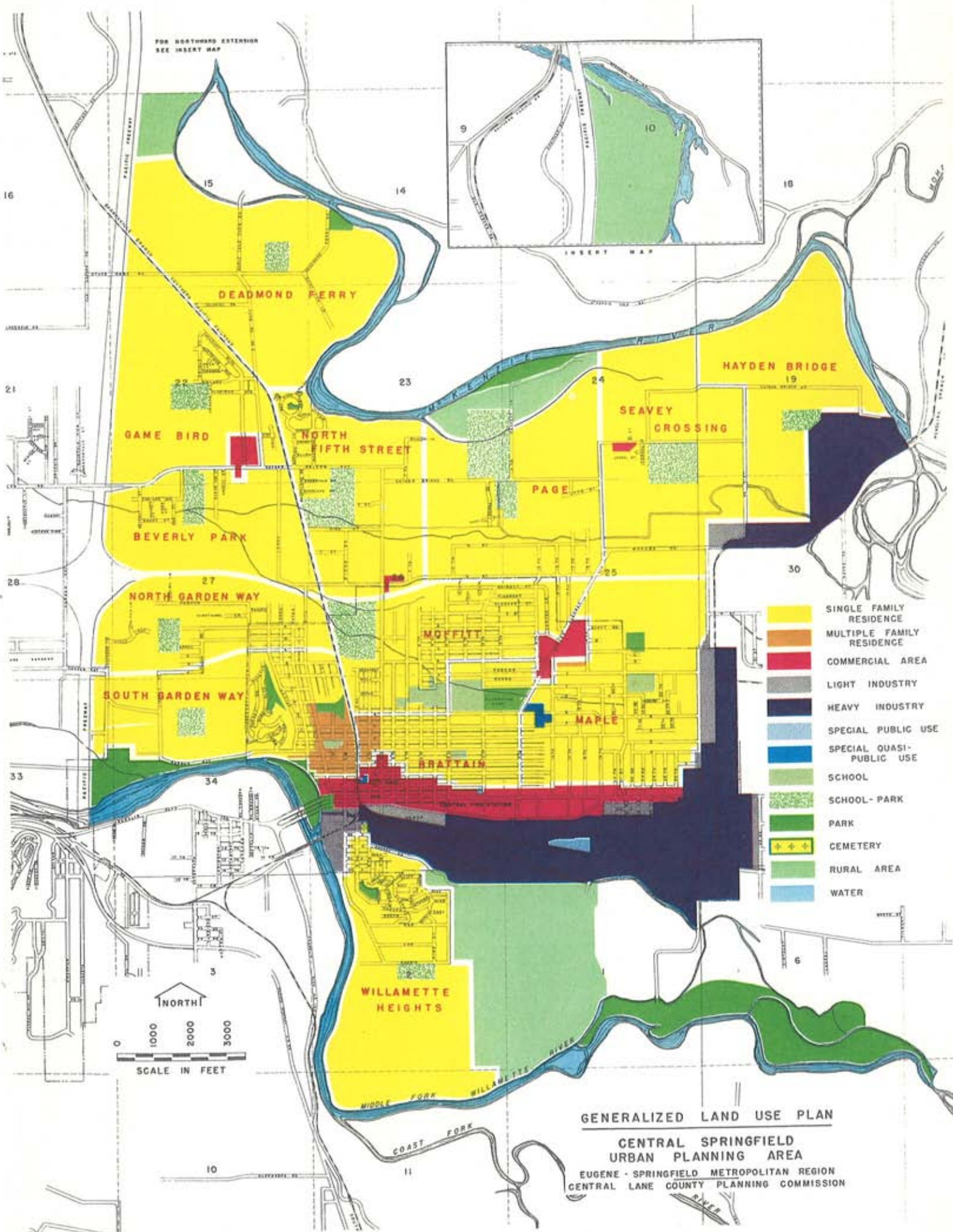
FOR NORTHWARD EXTENSION
SEE INSERT MAP

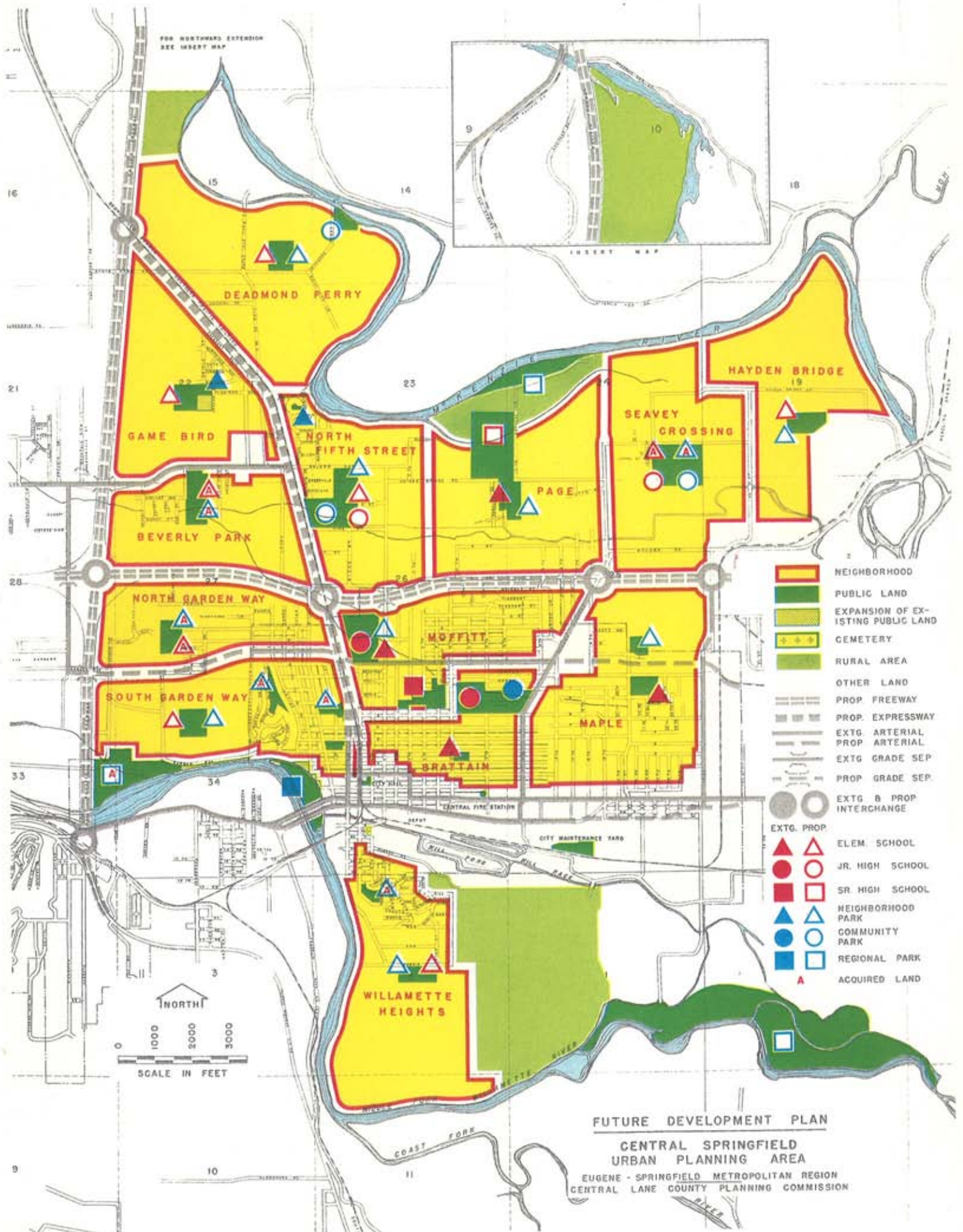


- SINGLE FAMILY RESIDENCE
- MULTIPLE FAMILY RESIDENCE
- COMMERCIAL AREA
- INDUSTRIAL AREA
- HOME OCCUPATION
- PUBLIC LAND
- QUASI-PUBLIC LAND
- SCHOOL
- PARK
- + CEMETERY
- AGRICULTURAL LAND
- VACANT LAND
- WATER



EXISTING LAND USE MAP
CENTRAL SPRINGFIELD
URBAN PLANNING AREA
 EUGENE - SPRINGFIELD METROPOLITAN REGION
 CENTRAL LANE COUNTY PLANNING COMMISSION





zone west of 28th Street extending north to Mohawk Road is proposed for future residential development in order that the railroad and adjacent street can be utilized as a buffer between residential and industrial uses. It is also proposed that the portion of land zoned for heavy industry west of 31st Street and north of Marcola Road be reclassified for light industrial use. This change will provide a more satisfactory transition between future residential development to the north and west and the industrial area to the south and east. The high hill to the east, although zoned for heavy industrial use, acts as a buffer between residential and industrial zones in that area. No other changes are proposed in the basic pattern for existing zoning.

The land use plan recognizes four shopping center areas in the following locations: Mohawk Road at "K" Street, 5th and "Q" streets, Hayden Bridge Road east of 19th Street, and Harlow Road west of Game Farm Road. All of these sites are presently zoned for commercial use but are largely undeveloped. Each of the sites is so located as to serve several neighborhoods.

The community hospital is located near the shopping center on Mohawk Road. Property in this immediate area is suitable for a group of clinics and other related quasi-public services.

South of the planned "Q" Street by-pass most of the land is rather fully developed. There are relatively few areas of mixed land use, except for the urban renewal area and the strip along both sides of the McKenzie Highway. The urban renewal project will eliminate a number of conflicting land uses that have long existed. The various commercial and industrial uses along the McKenzie Highway and the industrial uses along the east boundary of the city limits tend to have a deteriorating effect on adjacent residential areas, and this problem can be expected to grow as more of the land zoned for commercial and industrial use is developed. Various steps can be taken to reduce the inherent conflict between these uses. For example, consideration might be given to the adoption of industrial park standards for the light industrial strip west of the Wendling branch line of the railroad. Such standards would provide for a buffer strip between the heavy industry east of the railroad and the residential areas on the west. By adopting such standards, residential areas can be protected from industrial traffic and employe parking.

Similar standards might also be applied along certain sections of the McKenzie Highway. Off-street parking requirements and building setback lines would also be helpful in reducing conflicts between the various land uses in the area.

North of "Q" Street the planning area is still relatively undeveloped, with much of the area in pasture and crop land. However, this land is now being subdivided at a fairly rapid rate.

Major Streets

The principal through traffic route within the planning area will be the "Q" Street by-pass, connecting the McKenzie Highway east of the city with the

interstate freeway. It was decided by the Oregon State Highway Department in December, 1959 to construct that portion of the "Q" Street by-pass east of the 2nd - 3rd Street interchange to expressway standards rather than to freeway standards, as proposed in the development plan.

The Pacific Freeway runs north and south along the west boundary of the planning area. Main - South "A" streets and the McKenzie Highway will continue to serve as the principal east-west route between the business district and the outlying parts of the city. Adjacent commercial development has reduced the effectiveness of this east-west route as a major traffic carrier. However, some of the present traffic along this route will eventually use the "Q" Street by-pass.

The extent to which "Q" Street is able to serve its purpose as the main east-west route for through traffic will depend primarily on whether adequate access control is maintained east of the 2nd - 3rd Street interchange. Access control will also help to protect the residential character of much of the area and, generally speaking, will allow this route to be developed with minimum effect on adjacent land use and property values.

It is proposed that 2nd and 3rd streets be developed as a one-way couplet to provide a major north-south route between the city center and "Q" Street. Access controls will be maintained through the urban renewal area. This route would eventually be carried north of "Q" Street to tie into the proposed peripheral route.

Other major routes proposed for development and which serve as boundaries between neighborhoods are Mohawk Road and a "K"- "L" - Garden Way arterial. Both of these routes can be expected eventually to carry substantial traffic volumes.

Schools

Future Enrollment. Based on the analysis of probable population densities in the various neighborhoods, a forecast of future school age population indicates that elementary school enrollment can be expected to range from about 315 pupils in the North Garden Way neighborhood to 720 pupils in the Maple neighborhood. Existing and projected school enrollments are indicated in Table II.

Location of School Sites. A principal consideration in establishing the neighborhood pattern was that each neighborhood should have a population large enough to support its own elementary school and that each school should occupy a more or less central location within the neighborhood. The location of existing schools and major streets in the area south of "Q" Street between Mill Street and Mohawk Road made it difficult to establish neighborhood boundaries according to these criteria. This was especially true of the Moffitt neighborhood, in which the school is located too far to the west in relation to the neighborhood it logically serves. At the same time the neighborhood is clearly defined for the most part by major streets.

It is proposed that the area west of the 2nd - 3rd Street couplet be divided into two neighborhoods, North Garden Way and South Garden Way, which will be separated by the proposed "K"- "L" - Garden Way arterial. The Mill Street site in South Garden Way neighborhood is comprised of 2.4 acres. It is proposed that Mill Street Elementary School be continued in use until another site can be acquired and developed to serve the entire neighborhood.

North of "Q" Street the present level of development makes it possible to arrive at a more satisfactory neighborhood pattern. As the area develops, sites will be required for two junior high schools and one senior high school as well as for a number of elementary schools.

School Site Requirements. There are presently five elementary schools serving the Central Springfield planning area. These schools contain a total of 92 classrooms. The school district also owns three undeveloped sites. The eight sites occupy a total of approximately 70 acres. Projections of elementary school age population for the planning area indicate a need for six additional school sites, increasing the total required site area to over 116 acres. Two of these sites, totaling 18.5 acres, will be a part of School District No. 4 facilities. The projections indicate the eventual need for 163 additional classrooms, for a total of 237 classrooms, of which 35 would be School District No. 4 facilities.

At present there are two junior high schools in the Central Springfield planning area. There are 42 classrooms and a total site area of 42 acres. Indications are that the area will eventually need two additional junior high schools, increasing the total number of classrooms to 98 and the total amount of land to 67 acres.

Springfield High School has 36 classrooms and occupies a site of 14.1 acres. An additional senior high school will eventually be needed to serve the planning area. Projections of future high school age population in the planning area suggest that this second school should have 55 classrooms and occupy a site of 44 acres. It may also be necessary to expand the existing high school to provide a total of 43 classrooms.

TABLE II

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Central Springfield Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Deadmond Ferry</u> Proposed school ^a	70	--	--	--	380	8.8	5.8	16
<u>Game Bird</u> Proposed school ^a	100	--	--	--	470	9.7	6.7	19
Total - (School District No. 4)	170	--	--	--	850	18.5	12.5	35
<u>Beverly Park</u> Proposed school	95 ^b	9.0 [*]	--	--	360 ^c	9.0	6.0	15
<u>North Fifth Street</u> Proposed school	140	--	--	--	360	8.6	5.6	15
<u>Page</u> Page	90	10.5	6.0	20	435	10.5	6.0	20
<u>Hayden Bridge</u> Proposed school	70 ^d	--	--	--	370 ^e	8.7	5.7	15
<u>Seavey Crossing</u> Proposed school	30	9.8 [*]	--	--	480	9.8	6.8	20
Subtotal - (School District No. 19)	425	29.3	6.0	20	2,005	46.6	30.1	85

* Existing undeveloped site

^a These two neighborhoods, though oriented to Springfield in other respects, are served by School District No. 4

^b Includes the existing elementary school age population of 75 from Beverly Park and the existing school age population of 20 from that portion of Game Bird which is in School District No. 19

^c Includes the projected school age population of 300 from Beverly Park and 60 from Game Bird neighborhood which is in School District No. 19

^d Includes 20 elementary pupils from Hayden Bridge neighborhood and 50 from residential developments in the East Industrial Area

^e Includes 320 pupils from Hayden Bridge neighborhood and 50 from residential developments in the East Industrial Area

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Central Springfield Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>North Garden Way</u> Proposed school	145	8.5 [*]	—	—	315	8.5	5.5	13
<u>South Garden Way^a</u> Mill Street Proposed school	235 —	2.77 —	1.62 —	13 —	— 650	— 11.50	— 8.50	— 26
<u>Moffitt</u> Moffitt	400 ^b	17.00	14.50	20	475 ^b	10.75 ^c	8.25	20
<u>Maple</u> Maple	640	9.70	7.40	20	720	9.70	7.40	29
<u>Willamette Heights</u> Proposed school	55	—	—	—	335	8.40	5.40	14
<u>Brattain</u> Brattain	340	2.42	1.21	14	360	2.42	1.15	15
Total - (School District No. 19)	2,240	69.69	30.73	92	4,860	97.87	66.30	202
ELEMENTARY SCHOOL TOTAL	2,410	69.69	30.73	92	5,710	116.37	78.80	237

* Existing undeveloped site

^a Projected acreage and classroom figures assume all elementary students within South Garden Way neighborhood will eventually be served by a new school and that the Mill Street site will be used for school district administrative offices

^b Includes 90 elementary pupils from commercial and industrial areas

^c Reassignment of acreage between adjoining elementary and junior high sites. Also, approximately 2-1/4 acres has been deducted to allow for interchange design of "Q" Street Freeway with the 2nd - 3rd Street couplet.

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Junior and Senior High Schools
Central Springfield Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms
<u>Junior High Schools</u>								
Proposed school, North Fifth Street neighborhood	160	--	--	--	580	16.00	11.0	23
Proposed school, Seavey Crossing neighborhood	160	10.20 ^a	--	--	545	15.50	10.5	22
Hamlin	390	13.90	11.5	20	720	17.90 ^b	12.9	29
Springfield	410	18.02	15.3 ^c	22	585	18.02	15.3	24
TOTAL - (School District No. 19)	1,120	42.12	26.8	42	2,430	67.42	49.7	98
<u>Senior High Schools</u>								
Springfield	590	14.1	5.1 ^c	36	1,070	14.1	5.1	43
Proposed school, Page neighborhood	530	--	--	--	1,360	44.0	36.0	55
TOTAL - (School District No. 19)	1,120	14.1	5.1	36	2,430	58.1	41.1	98

* Existing undeveloped site

^a School District No. 19 owns a 20-acre site in the Seavey Crossing neighborhood; 9.8 acres will be required for elementary school; 10.2 acres may be used for junior high school

^b Reassignment of acreage between adjoining elementary and junior high sites. Also, approximately 2-1/4 acres has been deducted to allow for interchange design of "Q" Street Freeway with the 2nd - 3rd Street couplet

^c Athletic field at Springfield Junior High used jointly with Springfield High School. The junior high also may utilize the Willamalane Park, which adjoins the junior high site

Parks and Recreation

Recreation facilities in the Central Springfield planning area are provided by the Willamalane Park and Recreation District. The park district boundaries extend beyond the city limits to include much of the Central Springfield planning area and part of the Douglas-Thurston planning area. A detailed study of park and recreation needs in the district was made in 1957 and a report entitled School-Park Plan, Springfield, Oregon was published in January, 1958. The various proposals made here are based on this earlier study, modified in some cases by considerations of neighborhood design and projected population.

Existing and proposed park and recreation areas are listed in Table III. Future requirements for the various neighborhoods are discussed further in the second part of this report. The table indicates that over 68 acres are presently available for neighborhood recreation use. It should be noted, however, that only 33 acres are developed for this purpose. The proposed requirements for neighborhood recreation areas in the Central Springfield planning area total approximately 150 acres, or over twice as much land as is presently available.

Community recreation area in connection with existing junior and senior high school sites and the Willamalane Park amounts to about 47 acres. Development of park facilities in connection with the two proposed junior high schools, construction of an additional senior high school, and the addition of another community park will increase the total amount of land available for community recreation use to 130 acres.

Three regional parks are proposed for this planning area. Two of these were proposed in the 1958 School-Park Plan: North Island Park, located in a heavily wooded area along the McKenzie River; and Island Park, which the Willamalane Park and Recreation District, in cooperation with the Lions Club, is currently developing on the Willamette River.

The proposed metropolitan park is situated along the north bank of the Willamette River between the Ferry Street and Springfield bridges. It is estimated that this proposed park contains approximately 540 acres, of which about 273 acres are presently owned by the University of Oregon, Lane County and the City of Eugene.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Springfield Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Deadmond Ferry</u>								
Elementary school	--	--	--		5.80	--	5.80	
School-park	--	--	--		--	3.00 ^a	3.00	
Total							8.80	0.29
<u>Game Bird</u>								
Elementary school	--	--	--		6.70	--	6.70	
Game Bird Park	--	2.00	2.00		--	6.00 ^a	6.00	
Total			2.00	0.25			12.70	0.30
<u>Beverly Park</u>								
Elementary school	--*	--	--		6.00*	--	6.00	
School-park	--	10.50*	10.50		--	10.50	10.50	
Total			10.50	2.12			16.50	0.69
<u>North Fifth Street</u>								
Elementary school	--	--	--		5.60	--	5.60	
School-park	--	--	--		--	3.00 ^a	3.00	
Robin Park	--	0.80	0.80		--	0.80	0.80	
Total			0.80	0.09			9.40	0.32
<u>Page</u>								
Page Elem. School	6.00	--	6.00		6.00	--	6.00	
School-park	--	--	--		--	3.00 ^a	3.00	
Total			6.00	1.03			9.00	0.26
Subtotal			19.30				56.40	

* Existing undeveloped site

^a School-Park Plan, Springfield, Oregon, January, 1958

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Springfield Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Hayden Bridge</u>								
Elementary school	--	--	--		5.70	--	5.70	
School-park	--	--	--		--	3.00	3.00	
Total				0.00			8.70	0.34
<u>Seavey Crossing</u>								
Elementary school	---	--	--		6.80 [†]	--	6.80	
School-park	--	3.00 ^{*a}	3.00		--	3.00	3.00	
Total			3.00	1.46			9.80	0.25
<u>North Garden Way</u>								
Elementary school	---	--	--		5.50 [*]	--	5.50	
School-park	--	4.60 [*]	4.60 [†]			4.60	4.60	
Total			4.60	0.47			10.10	0.40
<u>South Garden Way</u>								
Mill Street Elem. School	1.62	--	1.62		1.62	--	1.62	
Elementary school	--	--	--		8.50	--	8.50	
Kelley Butte Park	--	5.70 ^{*a}	5.70		--	5.70	5.70	
Meadow Park (UR)	--	7.00 ^{*a}	7.00		--	7.00	7.00	
Total			14.32	2.63			22.82	0.42
Subtotal			21.92				51.42	

* Existing undeveloped site

a School-Park Plan, Springfield, Oregon, January, 1958

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Springfield Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Moffitt</u>								
Moffitt								
Elem. School	14.50	--	14.50		8.25 ^b	--	8.25	
"Q" Street park ^a	--	--	--		--	5.75 ^a	5.75	
Total			14.50	0.71			14.00	0.43
<u>Maple</u>								
Maple								
Elem. School	7.40	--	7.40		7.40	--	7.40	
Maple Park	--	--	--		--	7.50	7.50	
Total			7.40	0.17			14.90	0.25
<u>Willamette Heights</u>								
Elementary school	--	--	--		5.40	--	5.40	
School-park	--	--	--		--	3.00 ^a	3.00	
Lookout Knoll	--	4.14 ^a	4.14		--	4.14	4.14	
Total			4.14	1.17			12.54	0.47
<u>Brattain</u>								
Brattain								
Elem. School	1.15	--	1.15		1.15	--	1.15	
Total			1.15	0.04			1.15	0.04
Subtotal			27.19				42.59	
TOTAL NEIGHBORHOOD FACILITIES			68.41	0.42			150.41	0.33

^a School-Park Plan, Springfield, Oregon, January, 1958

^b 2.25 acres has been deducted from existing net open acres to allow for interchange design of "Q" Street by-pass with 2nd - 3rd Street one-way couplet

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Springfield Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
Willamalane Park	--	15.35	15.35	--	15.35	15.35
River Park	--	--	--	--	6.00	6.00
New junior high school						
North Fifth Street neighborhood	--	--	--	11.00	--	11.00
Community park						
North Fifth Street neighborhood	--	--	--	--	9.00	9.00
New junior high school						
Seavey Crossing neighborhood	--	--	--	10.50	--	10.50
Community park						
Seavey Crossing neighborhood	--	--	--	--	9.00	9.00
Hamlin Junior High School	11.50	--	11.50	12.90	--	12.90
Springfield Junior High School	15.30	--	15.30	15.30	--	15.30
New senior high school						
Page neighborhood	--	--	--	36.00	--	36.00
Springfield Senior High School	5.10	--	5.10	5.10	--	5.10
 TOTAL COMMUNITY FACILITIES			47.25			130.15

TABLE III (continued)

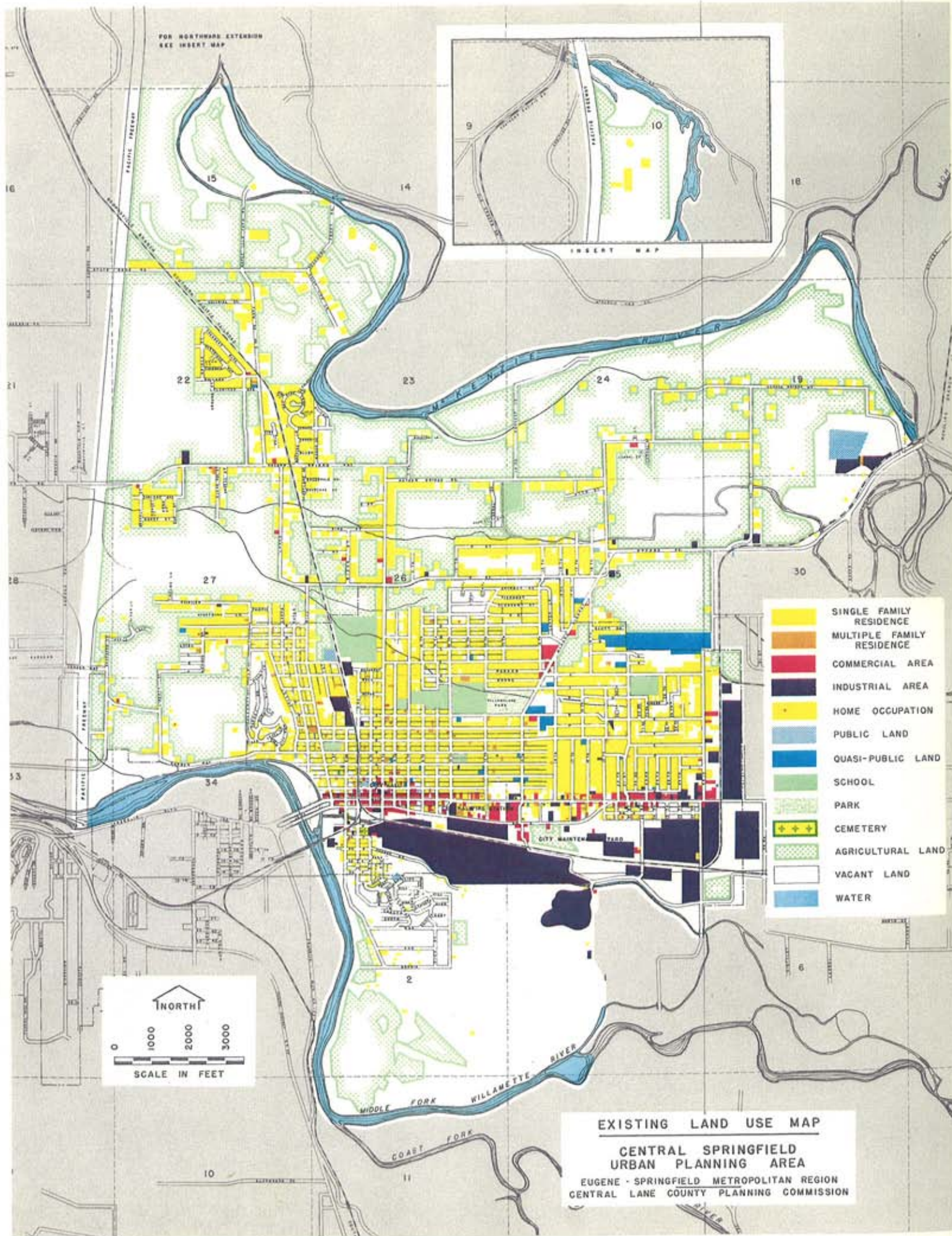
PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Central Springfield Planning Area

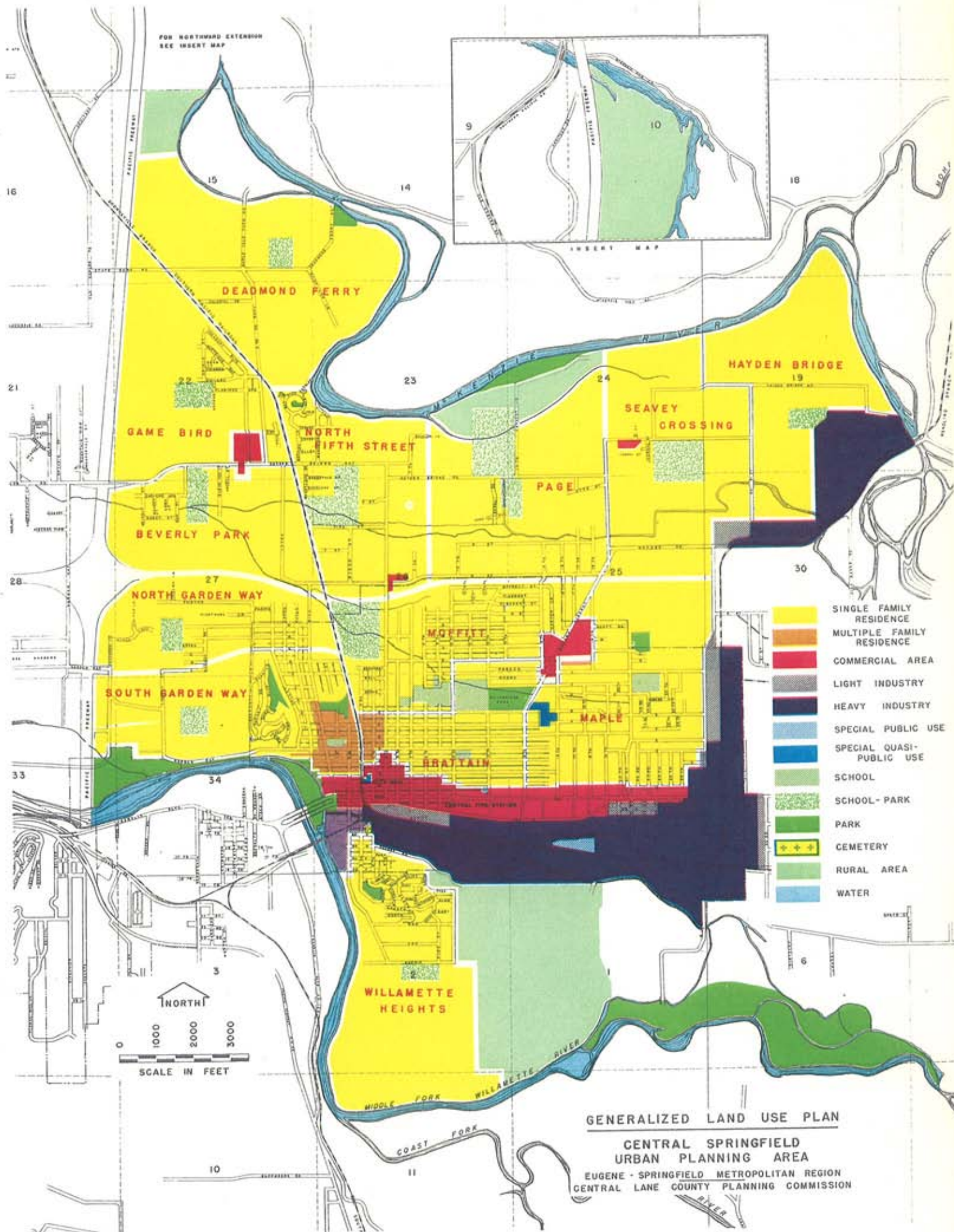
	<u>Existing</u> <u>Total</u> Area (In Acres)	<u>Proposed</u> <u>Total</u> Area (In Acres)
<u>Regional Facilities</u>		
North Island Park	--	15.00 ^a
Island Park	18.00 ^{#a}	18.00
Metropolitan Park	(32.60 ^{#b})	(32.60)
 TOTAL REGIONAL FACILITIES	 18.00	 33.00

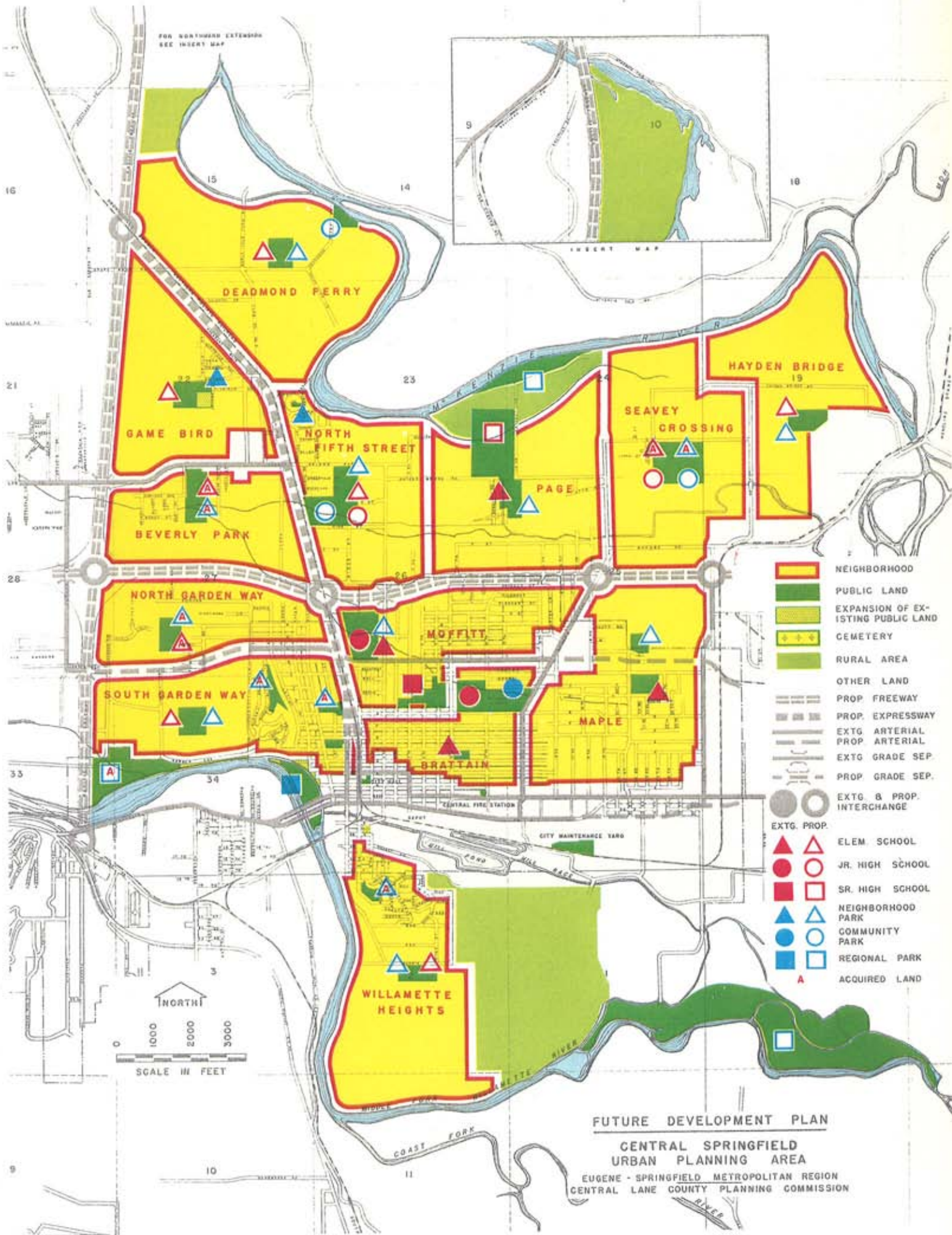
* Existing undeveloped site

a School-Park Plan, Springfield, Oregon, January, 1958

b Property of the City of Eugene east of the Pacific Freeway right of way
This acreage included in Table III, Willakenzie planning area as a part of
the total 540-acre proposal







II. NEIGHBORHOODS

Deadmond Ferry

The Deadmond Ferry neighborhood area is flat and drains north toward the river. The Pacific Freeway and the Brownsville branch of the Southern Pacific Railroad define this neighborhood's west and southwest boundary. The southeastern boundary is established by the McKenzie River, while the northern boundary follows a meander of the river and a line established as a likely northern limit of urban development.

The population projection for this neighborhood indicates an elementary enrollment of 380 pupils. An 11.8-acre school-park site is proposed -- 8.8 acres for school purposes and 3 acres of park land for integrated development with the school. This neighborhood is in School District No. 4.

A 15-acre community park is proposed in the northeast part of this neighborhood. This park site was originally proposed in the 1958 School-Park Plan.

Game Bird

Roughly triangular in shape, this neighborhood is bounded by the Pacific Freeway, Harlow Road, and the railroad. This land is quite flat and drains gradually to the northwest. Because there is no appreciable gradient in the area north of the "Q" Street by-pass, drainage problems presently restrict extensive residential development. This problem is not expected to continue in view of an existing program under which the U. S. Soil Conservation Service, the Oregon State Highway Department, Lane County, and the McKenzie Water Control District will provide a flood control system for the area.

An elementary school site of 9.7 acres is proposed to serve the projected enrollment of 470 pupils. The Springfield school-park plan recommends that Game Bird Park, a 2-acre developed site, be enlarged to 6 acres. The proposed school-park would utilize 15.7 acres, including the 2-acre developed park.

Though physically related to the Central Springfield planning area, Deadmond Ferry neighborhood and all but a small part of Game Bird neighborhood are in School District No. 4. Conversely, all of Game Bird neighborhood as well as a portion of Deadmond Ferry is in the Willamalane Park District.

Pupils from District No. 4 will attend junior and senior high school west of the Pacific Freeway in the Willakenzie planning area. Junior and senior high school site and classroom projections for the Central Springfield planning area make no provision for these two neighborhoods.

A preliminary study has been made of the effect the school enrollment of these two neighborhoods would have if included as a part of the Central Springfield planning area. In order to serve elementary pupils from Deadmond Ferry, Game Bird, Beverly Park, and North Fifth Street neighborhoods, the junior high school should have a more central location, such as the eastern part of Game Bird neighborhood. Projected enrollment would then total 785 pupils requiring 18 acres, instead of 580 pupils and 16 acres as in the case of the proposed junior high school in the North Fifth Street neighborhood.

Beverly Park

The boundary of this neighborhood is clearly defined by existing or proposed thoroughfares -- the "Q" Street Freeway, the interstate freeway, Harlow Road, and a proposed expressway.

The projected elementary enrollment for this neighborhood is 300 pupils. In addition, another 60 pupils from that portion of Game Bird neighborhood which is in School District No. 19 may also be expected to attend the elementary school in this neighborhood. An enrollment of 360 pupils will require a 9-acre site. The school district owns a 19.5-acre site in this neighborhood, 9 acres of which could be used for elementary school purposes, and 10.5 acres of which could be made available for neighborhood and community park development. The 10.5 acres will serve predominantly as a neighborhood facility. However, because of its central location it could also serve several neighborhoods as a community park facility.

North Fifth Street

This neighborhood is bounded on the north by the McKenzie River and the north line of the Buena Vista subdivision, on the west by the Southern Pacific Railroad, on the south by the proposed "Q" Street Expressway, and on the east by a line running north to the slough from a point on "Q" Street 400 feet east of North 7th Street.^a The land is flat and drains generally westward toward the interstate freeway. Some relief from the area's drainage problem can be expected once a flood control system is constructed.

A school-park site of 11.6 acres is proposed -- 8.6 acres to serve the projected elementary enrollment of 360 pupils, and 3 acres for an integrated neighborhood park. A junior high school is proposed to serve pupils from Beverly Park, North Fifth Street, and Page neighborhoods. This school would eventually serve about 580 pupils and would require a minimum site of 16 acres. A community park is proposed in conjunction with the junior high school. An additional 9 acres would be a desirable minimum for this purpose, raising the total combined school-park site requirement for this neighborhood to 36.6 acres.

Page

This neighborhood is bounded by the "Q" Street Expressway on the south and a slough on the north. The land north of the slough has not been included as a part of this neighborhood since it is subject to flooding. The east and west boundary is less clearly defined.^a The east boundary is defined by North 19th Street and a northward projection of this arterial to the slough. The west boundary runs north to the slough from a point on "Q" Street 400 feet east of North 7th Street. Since there is no substantial physical division between the Page and North Fifth Street neighborhoods, there is a greater opportunity to adjust this boundary if future study suggests that this is desirable.

^a In the absence of any important physical or geographic divisions between North Fifth Street, Page, Seavey Crossing, and Hayden Bridge neighborhoods, boundaries have been determined mainly on the basis of projected population figures in order to achieve a population balance between neighborhoods.

The existing Page School has classroom facilities adequate to serve the projected school enrollment of 435. A 3-acre park site is proposed for integrated development with the existing 10.5-acre school site.

The plan proposes a 44-acre high school site in this neighborhood. This school would serve children of high school age from Beverly Park, North Fifth Street, Page, Seavey Crossing, Hayden Bridge, and Maple neighborhoods. It should be noted that although a portion of the Maple neighborhood elementary enrollment is assigned to the junior high school proposed for Seavey Crossing neighborhood, the entire Maple neighborhood is assigned to the proposed high school in the Page neighborhood to avoid overloading Springfield High School. Projected enrollment for this high school is 1,360 students.

An alternative to development of community recreation facilities in conjunction with the two junior high schools projected for the neighborhoods north of the "Q" Street Expressway would be the development of a single center in conjunction with the high school. However, two sites appear preferable since travel distances between the various neighborhoods served by the parks would be shorter.

While the location of the high school would remain the same, the inclusion of Deadmond Ferry and Game Bird neighborhoods could be expected to increase the anticipated enrollment of the high school from 1,375 to 1,785 and increase the minimum acreage requirement from 44 to 48.

Hayden Bridge

This neighborhood is bounded on the east and north by the McKenzie River. The western boundary follows existing arterials, North 31st Street, Hayden Bridge Road, and the section line running from Hayden Bridge Road to the river. The southern boundary follows the north line of a heavy industrial zone.

The neighborhood is generally flat, draining north and west to the river, with an abrupt hill in the southeast corner. This hill acts as a buffer between the residential area and the industrial zone. It is assumed that the low land in the northern part of this neighborhood which is presently subject to periodic flooding will develop more slowly and have a lower population density.

This neighborhood has a projected elementary school enrollment of 370 pupils, requiring a minimum site of 8.7 acres. This enrollment figure includes 50 pupils from residential developments within the East Industrial Area. It is proposed that the site include 3 acres of park land for integrated development with the elementary school, for a total site requirement of 11.7 acres.

Seavey Crossing

This neighborhood is bounded on the north by the McKenzie River and on the south by the "Q" Street by-pass. Its east boundary follows existing

arterials to a section line crossing Hayden Bridge Road west of North 31st Street and then follows the section line north to the river. The west boundary is defined by North 19th Street and a northward projection of this arterial to the river.

The neighborhood is uniformly flat, with some low land subject to periodic flooding. It is expected that the low land will develop more slowly and at a lower population density.

The projected school enrollment of 480 pupils will require a minimum site of 9.8 acres. The school district already owns a 20-acre site, 9.8 acres of which could be utilized for the proposed elementary school.

A junior high school is also projected for this neighborhood, with a minimum site of 15.5 acres. This junior high school will serve the Hayden Bridge and Seavey Crossing elementary schools, and 240 pupils from Maple School, with a projected enrollment of 545.

A neighborhood park development of 3 acres is proposed in conjunction with the elementary school. Developing the two schools and the neighborhood park as a unit would require a total of 28.3 acres. Because of the neighborhood's central location, a community recreation facility is also proposed in this neighborhood. This would require a minimum of 9 additional acres, bringing the total minimum site area to 37.3 acres.

North Garden Way

This neighborhood is largely undeveloped and, like South Garden Way, is rectangular in shape. It is bounded on all sides by proposed major thoroughfares.

The projected elementary enrollment for this neighborhood is 315 pupils. The school board has a purchase-option on 13.1 acres, of which 8.5 acres could be used for school purposes and the remaining 4.6 acres used for an integrated neighborhood park development.

South Garden Way

This neighborhood, generally rectangular in shape, is bounded on the west, north and east by proposed major thoroughfares and on the south by the Willamette River. The ridge of Kelley Butte parallels Prescott Lane and Kelley Street, with its highest elevation midway between the neighborhood's north and south boundaries.

The Mill Street site consists of 2.77 acres. The school structure, built in 1923, contains 18 classrooms and has been utilized in recent years as an overflow facility. The fact that the building is old may suggest eventual replacement. Adjacent to the school property on the east are three residential properties which could possibly be acquired to provide an additional 0.57 acres for playground facilities. Assuming the acquisition of these three properties, the site would then total 3.34 acres.

The projected elementary enrollment for this neighborhood is 650 pupils. By comparison, the state minimum for a new 650-pupil school site is 11.5 acres. A site for an elementary school large enough to eventually serve the entire neighborhood has been proposed in the area west of Kelley Butte. This site has not been proposed as a combined school-park since there is a 5.7-acre undeveloped park site on Kelley Butte and an undeveloped 7-acre site in the urban renewal area.

As a temporary expedient it is proposed that the Mill Street site be utilized until a more adequate site is acquired. It is possible that this site could eventually be used for school district administrative offices.

Moffitt

For the most part, existing and proposed major thoroughfares define the boundaries of this neighborhood. A shopping center on Mohawk Highway at "K" Street forms part of the eastern boundary. The neighborhood is irregular in shape, being over a mile at its widest part. The elementary school is located in the far northwest corner.

The portion of the neighborhood extending south is divided to a degree by "K" Street, which will most likely serve as a collector for traffic moving to and from a portion of Maple, Brattain, and Moffitt neighborhoods to 3rd Street and the "Q" Street by-pass.

The projected enrollment of Moffitt Elementary School is 405 pupils. On this basis no additional classroom facilities are necessary. Due to the school's proximity to the proposed interchange of the "Q" Street by-pass and 3rd Street, approximately 2.25 acres of the northwest portion of the site will be used by the state for interchange construction.

Adjacent to the elementary site on the south is the Hamlin Junior High School site consisting of 13.9 acres. The junior high school's projected enrollment is 720 students, requiring a minimum of 17.5 acres.

Inasmuch as the Moffitt Elementary and Hamlin Junior High sites adjoin, it is suggested that the total acreage be redistributed between the two schools. The Moffitt elementary school site consists of 17.0 acres, from which a total of 6.25 acres has been deducted -- 2.25 acres for interchange construction and 4.0 acres for junior high school playfield use. Based on projected enrollments, the elementary school would then have 10.75 acres, 1.5 acres in excess of the state's minimum requirement, while the junior high school would have 17.9 acres, 0.5 acres in excess of the minimum.

Hamlin Junior High School will serve North Garden Way, South Garden Way, and Moffitt neighborhoods. Since a portion of the junior high school enrollment is accounted for by children living in commercial and industrial areas, the projected enrollment of 720 pupils could drop slightly below 700 if dwellings in these areas are replaced by non-residential uses.

Springfield High School is located in the south part of this neighborhood. The assignment of projected enrollment for Springfield High School has been

held below 1,100.^a It is assumed that any additions to the physical plant would be made only to alleviate existing deficiencies, and that the high school would continue to utilize the field sports area adjacent to the junior high school.

The high school's service area would be comprised of North Garden Way, South Garden Way, Moffitt, Brattain, and Willamette Heights neighborhoods.

Lincoln Elementary School, consisting of 1.86 acres, is located west of Springfield High School. This facility was replaced by Page Elementary School in 1955 and the building is currently being used as a temporary classroom facility for the high school as well as for school district storage purposes. In all likelihood this site will continue to be used by the high school until a new secondary facility is built in the Douglas-Thurston planning area.

Maple

This neighborhood is bounded on the east and west by existing thoroughfares, on the north by the proposed "Q" Street Expressway, and on the south by commercial development. These clearly-defined boundaries result in a somewhat larger neighborhood than would otherwise be established according to the general standards used in this study. While the area will be bisected by a fairly high volume traffic route in the proposed eastward extension of "K" Street, the resulting divisions are not large enough to provide two separate neighborhoods. Uncertainty as to the long-range use of the property within and adjacent to the Springfield Air Park leaves some question as to the future population here. The assumption has been made that the airport will eventually move from the urban core because of conflicts with residential development. The resulting projection of elementary school enrollment of 720 pupils would then require 29 classrooms, suggesting the need to expand the present school site. It appears possible at this time to acquire an additional 1.8 acres of land adjacent to the present school site which would increase the site's gross acreage to 11.5 acres or only 0.75 acres below the state's minimum standard to serve the maximum likely enrollment of 720 students.

Size of the school site will not be adequate for a combined school-park facility meeting all neighborhood needs. Therefore it is proposed that 7.5 acres of the present airport be acquired for neighborhood park development when the time comes that this land is no longer used for aviation purpose. A park in this location would serve a portion of the neighborhood south of "K" Street. This location would also provide some park facilities for any population residing within the industrial area to the east.

Because of the large industrial area projected to the east, further steps to buffer this residential neighborhood from non-residential activity seem

^a See A Survey of Senior High School Facilities and Requirements of the Springfield Public Schools, June, 1958.

important. Development of industrial park standards for a strip of light industrial land along the Wendling branch of the Southern Pacific Railroad would be one means of providing such a protective buffer.

Of the projected elementary enrollment of 720, 240 pupils could be served by the junior high school proposed in the Seavey Crossing neighborhood and the remaining 480 pupils by Springfield Junior High School. This division would tend to balance the projected enrollment of these two junior high schools.

Willamette Heights

This neighborhood has experienced little residential development because of limited access from the Central Springfield core and limited internal circulation. The neighborhood has considerable potential for good quality residential development due to its varying topographic character combined with a somewhat isolated location.

This neighborhood's boundary on the west and south is defined by the Willamette River and on the north by heavy industrial development. Steep terrain defines the east boundary. Rock quarry operations may eventually cause some conflict unless sufficient open space is provided along the eastern edge of the residential area.

A school site of 8.4 acres will be required to serve the projected enrollment of 335 students. A neighborhood park of 3 acres integrated with the proposed school would require a total of 11.4 acres.

Brattain

This neighborhood's irregular shape interlocks with Maple and Moffitt neighborhoods. Existing and proposed thoroughfares partially determine the neighborhood's boundaries on the east, west and north, and serve as collectors for local traffic. Springfield's central business district forms the south boundary. Much of this neighborhood has grown rapidly in recent years and almost 90 per cent of the residential land is now developed.

Projected population figures for this neighborhood indicate an eventual school age population of 360 pupils. The existing school site of 2.42 acres is far below the state's minimum standard, although existing classroom facilities appear adequate for the projected school enrollment.

No provision for centrally located neighborhood park facilities is possible without condemnation of residential land, since the neighborhood no longer contains vacant land parcels large enough for such development. Lack of neighborhood park facilities is largely alleviated by Willamalane Park (15.35 acres) situated in the northern part of this neighborhood.

Springfield Junior High School, adjacent to Willamalane Park, will serve Willamette Heights, Brattain, and 480 pupils from Maple neighborhood, for a projected enrollment of 585. The playfield facilities on this site are shared with Springfield High School and this arrangement is expected to continue. Two additional classrooms may be needed to serve the projected enrollment of the three neighborhoods.

DOUGLAS - THURSTON PLANNING AREA

DOUGLAS-THURSTON PLANNING AREA

The Douglas-Thurston planning area extends from the east city limits of Springfield and the Wendling branch of the Southern Pacific railroad east to the junction of Thurston Road and the McKenzie Highway. The planning area is bounded on the north by the McKenzie River and on the south by the middle fork of the Willamette River and a range of hills. Except for the hilly terrain in the south part of the planning area, the land is generally flat.

This planning area has been divided into seven neighborhoods. Existing school locations, service areas of sufficient elementary population to serve them, and the thoroughfare pattern have combined to create some awkward neighborhood boundaries. In addition, the railroad, a timber company private truck road, and the limited residential street system have further complicated the neighborhood pattern. For example, the residential development at the base of the hills in the south part of the East Thurston and West Thurston neighborhoods is closely related to the residential areas to the north but is physically separated from them by the McKenzie Highway.

The commercial zones along either side of the McKenzie Highway from 31st Street to 57th Street have been omitted from the neighborhood patterns on the grounds that they are not apt to experience further residential development. Within the East Industrial Area, there is a residential development of some 100 dwelling units with an estimated population of 350 persons. This area is referred to in this study as the Morrow residential pocket.^a

^a This subdivision was approved in January, 1949, and by May, 1952 contained approximately 30 dwelling units. In February, 1952, the Board of County Commissioners adopted a zoning ordinance covering much of the east Springfield area and this area was included as part of a heavy industrial zone. The minutes of the various public hearings held in connection with the zoning ordinance make no mention of any protest by the residents of the area or by the developers of the subdivision. The heavy industry classification did not prevent further residential development. Between May and November, 1952, the building department issued an average of two permits a month for single-family dwellings in the subdivision. During 1953, the building department issued four permits for new dwellings and eleven permits for remodeling some substandard war-time houses that had been moved there from the Eugene Airpark prior to an agreement between the city of Eugene and the Lane County Planning Commission whereby no additional war-time houses would be sold for uses other than utility buildings. The most recent permit for a new dwelling was issued in June, 1956. At the present time all of the land to the south and east is in heavy industrial use and some limited industrial development is taking place on the west. It seems probable that this area will eventually be surrounded on all sides by industry.

I. THE PLANNING AREA

Population

There were 1,620 dwelling units in the Douglas-Thurston planning area at the time of the land use survey in 1957. Of this total, 1,445 dwelling units were located in the seven neighborhoods and 394 dwelling units were located in other parts of the planning area.

Based on the number of dwelling units and on estimates of the average number of persons living in each dwelling unit, present population of the Douglas-Thurston planning area is estimated at 6,375 persons.

If all of the various properties in the planning area that are likely to be used for residential purposes are actually developed, it is estimated that the area could accommodate a total of 7,111 dwelling units. The area would then have an estimated population of 24,890. It has been assumed in making these projections that areas designated for non-residential use will not experience any appreciable residential growth.

The number of dwelling units and estimated population in 1957 and the estimated number of dwelling units and population at full development are indicated in Table I.

Land Use

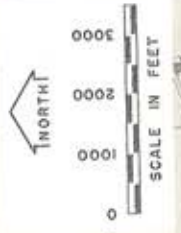
This planning area contains all of the various categories of land use except multi-family. Less than 20 per cent of the planning area is developed for urban purposes. Of the developed area 52 per cent is residential, 3 per cent is commercial, 23 per cent is industrial, 2 per cent is public or quasi-public, and 20 per cent is in street right of way.

The Douglas-Thurston planning area contains many examples of mixed residential and industrial uses. About 40 per cent of the planning area is unzoned.

Residential property values are generally low, and health is endangered by inadequate sewage disposal facilities. The high water table and, in some areas, poor soil and drainage conditions have restricted residential development in many parts of the planning area.

The commercial zone that extends along either side of the McKenzie Highway is characterized by a mixture of land uses. There are approximately 144 acres zoned for commercial use, of which 22 acres have actually been developed for commercial purposes. Of the remaining land in this category, 43 acres are in residential use, 8 acres are in industrial use and 66 acres are vacant. Compared with the Central Springfield planning area and with urban areas generally, the Douglas-Thurston planning area has a disproportionate amount of land zoned for commercial purposes. Moreover, all of the land zoned for commercial use is located along either side of the McKenzie Highway, whereas continuing development of the planning area will probably

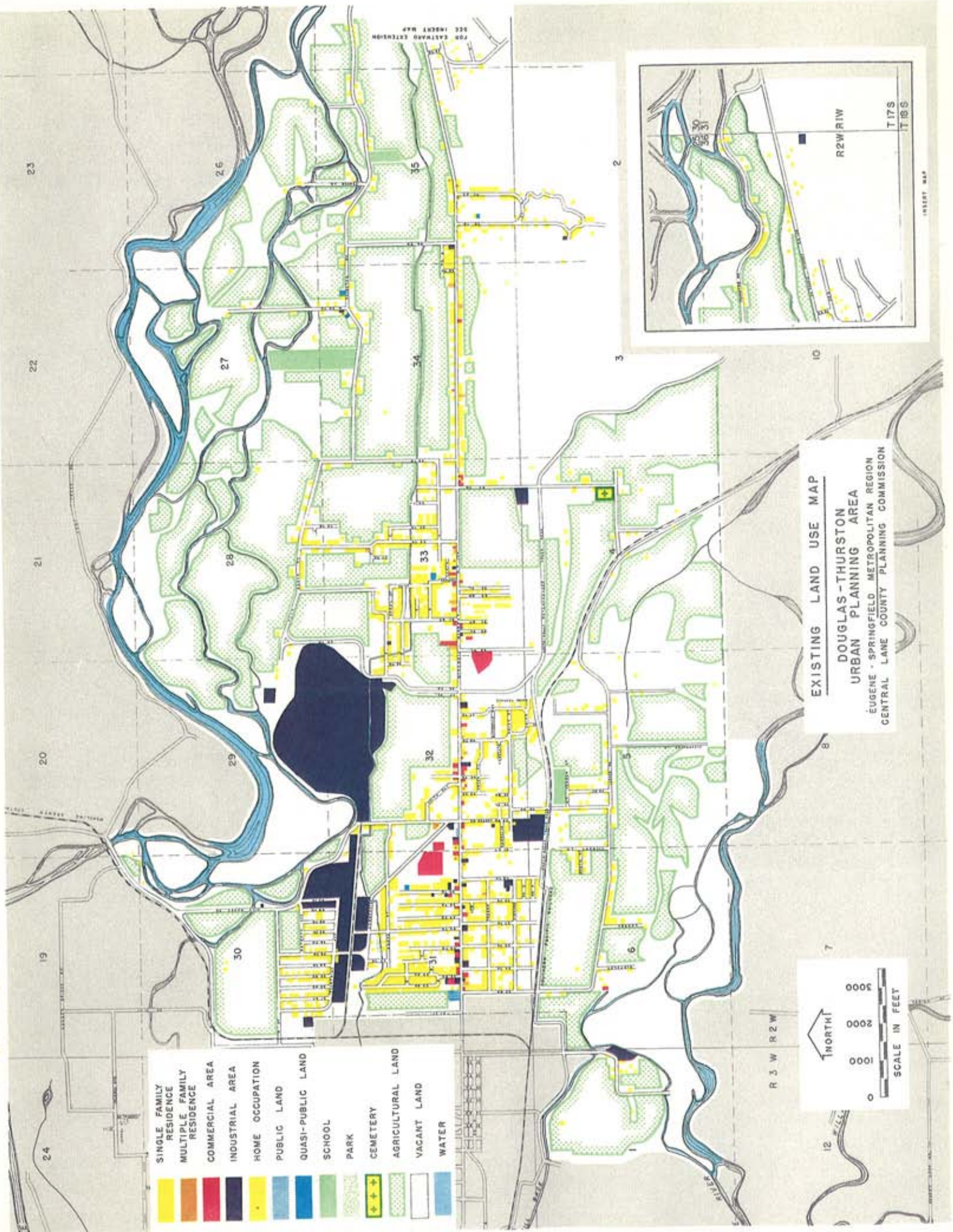
- SINGLE FAMILY RESIDENCE
- MULTIPLE FAMILY RESIDENCE
- COMMERCIAL AREA
- INDUSTRIAL AREA
- HOME OCCUPATION
- PUBLIC LAND
- QUASI-PUBLIC LAND
- SCHOOL
- PARK
- CEMETERY
- AGRICULTURAL LAND
- VACANT LAND
- WATER

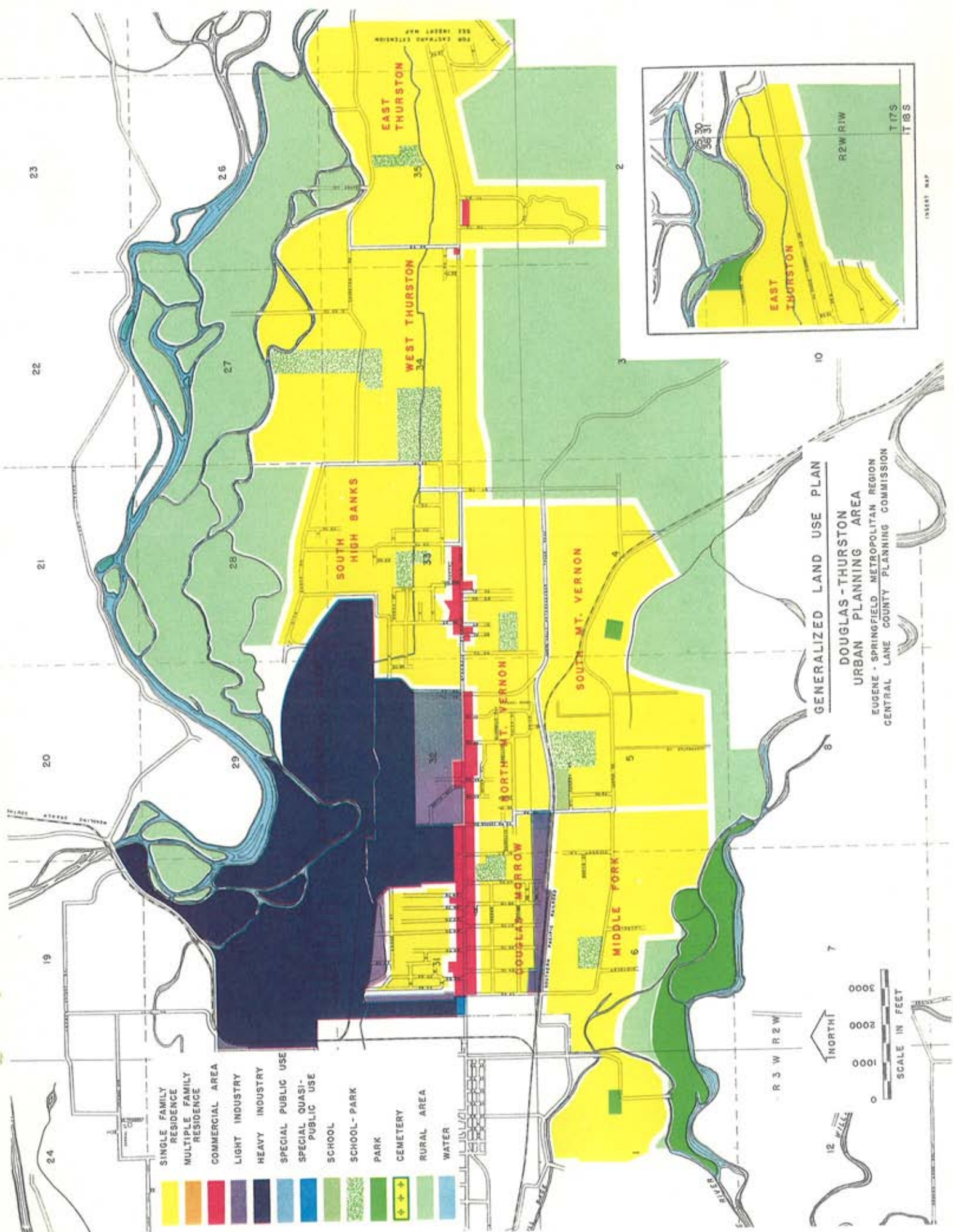


EXISTING LAND USE MAP

DOUGLAS-THURSTON
URBAN PLANNING AREA

EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION





- SINGLE FAMILY RESIDENCE
- MULTIPLE FAMILY RESIDENCE
- COMMERCIAL AREA
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- SPECIAL PUBLIC USE
- SPECIAL QUASI-PUBLIC USE
- SCHOOL
- SCHOOL - PARK
- PARK
- CEMETERY
- RURAL AREA
- WATER

GENERALIZED LAND USE PLAN
DOUGLAS-THURSTON
URBAN PLANNING AREA
EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION

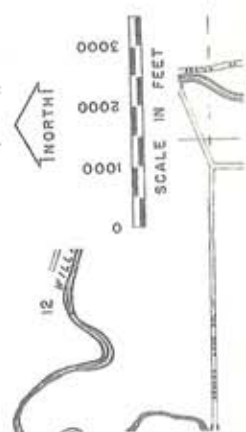


TABLE I
DWELLING UNITS AND POPULATION BY NEIGHBORHOOD
Douglas-Thurston Planning Area

<u>Neighborhood</u>	<u>1957</u>		<u>Projected</u>	
	<u>Dwelling Units</u>	<u>Popula- tion</u>	<u>Dwelling Units</u>	<u>Popula- tion</u>
Middle Fork	72	250	1,027	3,595
Douglas-Morrow	477	1,670	602	2,105
North Mt. Vernon	222	775	712	2,490
South Mt. Vernon	61	215	1,002	3,505
South High Banks	267	935	1,090	3,815
East Thurston	159	555	1,084	3,795
West Thurston	168	590	1,200	4,200
Subtotal	1,426	4,990	6,717	23,505
<u>Other Areas</u>				
Morrow residential pocket	100	350	100	350
South High Banks industrial area	47	165	47	165
East Industrial Area	55	195	55	195
Commercial areas	138	485	138	485
Other land parcels	35	125	35	125
Douglas Gardens industrial strip	19	65	19	65
Subtotal	394	1,385	394	1,385
TOTAL	1,820	6,375	7,111	24,890

justify some limited commercial facilities in locations that are more convenient to the various neighborhoods.

Two changes in existing commercial zoning are suggested in the generalized land use plan. The first involves the suburban residential zone bounded on the west by 42nd Street, on the south by the McKenzie Highway, on the east by 48th Street, and on the north by an existing heavy industrial zone. This area presently contains 47 dwelling units and has an estimated population of 165 persons. Although drainage in the area is fairly good, the water table is high. The heavy industry to the north and west has tended to retard residential development. It is proposed that this area, identified for study purposes as the South High Banks industrial area, together with portions of the existing commercial zone along the McKenzie Highway, be rezoned for light industry. Experience indicates that light industrial development is apt to have less effect on the traffic-carrying capacity of a major street than is commercial activity.

The second suggested change in existing commercial zoning involves a 58.5-acre tract on the south side of the McKenzie Highway at 54th Street. This land parcel was originally zoned for agriculture. In July, 1954 it was rezoned for commercial use in order to allow construction and operation of an amusement park and speedway. Plans for this development were subsequently abandoned and the site has remained vacant. More recently, a residential subdivision study has been made at the request of the owners of this property. It is proposed that this entire area be rezoned for residential use.

The two proposals would reduce the amount of land zoned for commercial use to 71.5 acres.

There are presently 847 acres of land zoned for light and heavy industry. Of this number, approximately 463 acres are vacant and 71 acres have been developed for residential use.

It is proposed that the northern boundary of the East Industrial Area between 50th and 52nd streets be redrawn to run along the south boundary of the "Q" Street by-pass. This boundary change will recognize several clusters of good dwellings presently within the area zoned for heavy industry and will take advantage of the "Q" Street by-pass as a buffer between heavy industrial use to the south and existing residential development to the north.

This proposal involves the rezoning of 169 acres. Reclassification of the South High Banks industrial area from suburban residential to light industrial use involves approximately 128 acres. This would mean that some 806 acres would be zoned for light and heavy industrial use compared to 847 acres now zoned for this purpose.

Much of the residential development in this planning area has taken place along existing thoroughfares. (This trend, as it relates to the thoroughfare pattern, is discussed later under Major Streets.) Subdivision activity has been slow, in part because of sewage and surface drainage problems and the prevailing rural character of the land.

A survey of the area in 1957 indicated that over 50 per cent of the houses were substandard in some respect. A residential development begun in 1946 south of the McKenzie Highway in the vicinity of 70th and 71st streets has never lent itself to even a moderate level of improvement, mainly because of the problems inherent with a steep topography. The planning area possesses potential for future high quality residential development, assuming the eventual construction of sanitary and surface drainage systems.

Major Streets

Thoroughfares throughout the planning area are provided by the county and state, and have been designed on a "high road" principle, whereby the crown of the road is quite high with deep culverts on either side of the roadway to carry off surface water. This road design principle is not intended for subdivision streets. Nevertheless, considerable residential development has occurred fronting on the "high road" system. The introduction into the culverts of accumulated runoff from adjacent residential development has caused some residences to experience minor flooding.

The major east-west traffic route within the planning area will be the proposed "Q" Street Expressway. This route will connect with the McKenzie Highway in the vicinity of 56th Street. Traffic moving to and from the Pacific Freeway as well as that generated in the Eugene area and not destined for Springfield will utilize this by-pass route. In so doing, much of the present congestion occurring along the McKenzie Highway will be relieved. An interchange is proposed at 56th street and McKenzie Highway.

A major arterial has been projected south from the expressway junction with the McKenzie Highway to connect with Jasper Road. It is presumed that this arterial will provide a direct route for logging trucks destined for the East Industrial Area as well as a connector from the Jasper area to the Pacific Freeway and Eugene. In addition, the concentration of traffic presently using 42nd Street and Jasper Road should be relieved considerably.

Other major arterial proposals include the projection of Commercial Avenue west and north to intersect at 28th with the proposed "K" Street extension in Springfield, and an extension of South "A" to join with the highway in the vicinity of 31st Street.

The McKenzie Highway will continue to serve as a major connecting route from this area to Springfield and its central business district.

The proposed thoroughfare pattern shown in the development plan has been designed to provide direct access for traffic to and from the East Industrial Area as well as to provide a satisfactory by-pass for traffic not destined for Springfield. The thoroughfare system will then be able to serve local internal traffic more efficiently as well.

Schools

Future Enrollment. Elementary school enrollment in the various neighborhoods will range from 290 to 530 pupils. Enrollment figures in Table II are based on the projected population of the seven neighborhoods and include pupils living in adjacent commercial and industrial areas.

School Site Requirements. The proposed school sites are generally well located in terms of the neighborhoods they serve, with the exception of the South Mt. Vernon neighborhood. In this case, the existing elementary school is in one corner of the service area.

The McKenzie Highway bisects three neighborhoods, creating some access problems for a small number of elementary school children. The construction of the "Q" Street Expressway should alleviate this situation in two of the three bisected neighborhoods.

Although the planning area as a whole is still sparsely developed, vacant land central to the service area of each neighborhood is limited, assuming the school locations shown in the development plan. This suggests school site acquisition should not be delayed. The relationship of existing facilities to the total projected long-range needs is indicated in Table II.

This planning area now contains two elementary schools and a junior high school. There is also an undeveloped senior high school site. At full development this area will require five additional elementary schools and one additional junior high. One senior high school will be adequate.

The existing total acreage for primary and secondary school use in this planning area amounts to approximately 109 acres. This figure includes the undeveloped senior high school site of 54.9 acres. By comparison, the projected total area required for primary and secondary schools is 159.5 acres.

TABLE II
SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
Elementary Schools
Douglas-Thurston Planning Area

Elementary Schools by Neighborhood	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class- rooms
<u>Middle Fork</u>								
Proposed school	40	—	—	—	450	9.5	6.5	18
<u>Douglas-Morrow</u>								
Proposed school	280 ^a	—	—	—	290 ^a	8.0	5.0	12
<u>North Mt. Vernon</u>								
Proposed school	150 ^b	—	—	—	345 ^b	8.5	5.5	14
<u>South Mt. Vernon</u>								
Mt. Vernon Elem. School	30	8.3	5.5	18	440	9.4	6.6	18
<u>South High Banks</u>								
Proposed school	150 ^c	—	—	—	485 ^c	9.9	6.9	20
<u>East Thurston</u>								
Thurston Elem. School	90	11.4	9.5	18	480	11.4	9.5	20
<u>West Thurston</u>								
Proposed school	95 ^d	—	—	—	530 ^d	10.3	7.3	21
TOTAL	835	19.7	15.0	36	3,020	67.0	47.3	123

- a Includes 30 pupils from adjacent commercial and industrial areas
b Includes 35 pupils from adjacent commercial and industrial areas
c Includes 10 pupils from adjacent commercial area
d Includes 5 pupils from adjacent commercial area

TABLE II (continued)

SCHOOL FACILITY INVENTORY AND PROJECTED REQUIREMENTS
 Junior and Senior High Schools
 Douglas-Thurston Planning Area

	Existing				Projected Total Need			
	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms	School Age Pop.	Gross Acres	Net Open Area	No. of Class-rooms
<u>Junior High Schools</u>								
Thurston	165	34.6 ^a	30.9	23	750	22.6 ^a	18.9	30
Proposed school, South Mt. Vernon neighborhood	250	—	—	—	760	18.0	13.0	30
TOTAL	415	34.6	30.9	23	1,510	40.6	31.9	60
<u>Senior High Schools</u>								
Proposed school, West Thurston neighborhood	415	54.9 ^b	—	—	1,510	51.9 ^b	43.9	60
TOTAL	415	54.9			1,510	51.9	43.9	60

* Existing undeveloped site

^a The Thurston Junior High School site contains 34.6 acres. It is proposed that 12 acres of the existing site be developed as an integrated community park facility with the junior high school

^b The new high school site contains 54.9 acres. It is proposed that a minimum of 3 acres be developed as an integrated community park facility with the high school

Parks and Recreation

Most of the Douglas-Morrow and Middle Fork neighborhoods are within the Willamalane Park and Recreation District. The east boundary of the park district follows a north-south projection of 38th Street to the Willamette River on the south and to an arbitrary line projecting west from a point approximately 250 feet south of Gross Street. The existing park and recreation inventory and projected requirements are shown in Table III.

This planning area contains two small undeveloped park sites. One site is located north of Gross Street between 34th and 36th streets. This 0.74-acre site is long and narrow in shape. Access to the site is limited and the McKenzie irrigation ditch passes through the southern part of the site. The location of the site in relation to the Douglas-Morrow neighborhood, and its limited access and size, do not appear to justify future development.

The second undeveloped site, containing 0.64 acres, is located on North "A" Street west of 68th Avenue in the West Thurston neighborhood. No proposal for future development has been made in the development plan. However, a study of the site suggests that additional land might be added to the existing site when further subdivision occurs to the north and west. A park site of 2 to 3 acres in this location could serve a large portion of the future neighborhood population.

There are presently 15.0 acres in net open land at existing elementary school sites which are available for neighborhood recreation activities. Projected neighborhood recreation area needs amount to almost 76 acres. There is now available at the junior high school site a total of nearly 31 acres that can be used for community recreation facilities. The addition of one junior high school, a community park development in conjunction with each of the secondary schools, and a separate community park would increase this total to 109 acres.

One regional park facility is proposed in this planning area. This site, containing approximately 190 acres, is located in the southwestern part of the planning area on the Willamette River.

TABLE III

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Douglas-Thurston Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>Middle Fork</u>								
Elementary school	---	---	---		6.5	---	6.5	
School-park	---	---	---		---	3.0	3.0	
Quarry Hill Park ^a	---	---	---		---	5.0	5.0	
Total				0.00			14.5	0.40
<u>Douglas-Morrow</u>								
Elementary school	---	---	---		5.0	---	5.0	
School-park	---	---	---		---	3.0	3.0	
Total				0.00			8.0	0.38
<u>North Mt. Vernon</u>								
Elementary school	---	---	---		5.5	---	5.5	
School-park	---	---	---		---	3.0	3.0	
Total				0.00			8.5	0.34
<u>South Mt. Vernon</u>								
Mt. Vernon Elem. School	5.5	---	5.5		6.6	---	6.6	
Neighborhood park	---	---	---		---	5.0	5.0	
Total			5.5	0.26			11.6	0.33
<u>South High Banks</u>								
Elementary school	---	---	---		6.9	---	6.9	
School-park	---	---	---		---	3.6	3.6	
Total				0.00			10.5	0.28
Subtotal			5.5				53.1	

^a School-Park Plan, Springfield, Oregon, January, 1958

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Douglas-Thurston Planning Area

Facilities by Neighborhood	Existing				Proposed			
	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.	Net Open School Area	Other Sites	Total Area (In Acres)	Acres Per 100 Pop.
<u>East Thurston</u>								
Thurston								
Elem. School	9.5	--	9.5		9.5	--	9.5	
School-park	--	--	--		--	3.0	3.0	
Total			9.5	1.72			12.5	0.33
<u>West Thurston</u>								
Elementary								
school	--	--	--		7.3	--	7.3	
School-park	--	--	--		--	3.0	3.0	
Total				0.00			10.3	0.25
TOTAL NEIGHBORHOOD FACILITIES			15.0	0.24			75.9	0.30

TABLE III (continued)

PARK AND RECREATION INVENTORY AND PROJECTED REQUIREMENTS
Douglas-Thurston Planning Area

	Existing			Proposed		
	Net Open School Area	Other Sites	Total Area (In Acres)	Net Open School Area	Other Sites	Total Area (In Acres)
<u>Community Facilities</u>						
Community park						
East Thurston neighborhood	---	---	---	---	12.0	12.0
New junior high school						
South Mt. Vernon neighborhood	---	---	---	13.0	---	13.0
Community park						
South Mt. Vernon neighborhood	---	---	---	---	9.0	9.0
West Thurston						
Junior High School	30.9	---	30.9	18.9	---	18.9
Community park						
West Thurston neighborhood	---	---	---	---	12.0 ^a	12.0
New high school						
West Thurston neighborhood	---	---	---	43.9 [*]	---	43.9
TOTAL COMMUNITY FACILITIES			30.9			108.8

	<u>Existing</u> Total Area (In Acres)	<u>Proposed</u> Total Area (In Acres)
<u>Regional Facilities</u>		
Regional park - Willamette River	---	190.0
TOTAL REGIONAL FACILITIES		190.0

* Existing undeveloped site

^a West Thurston Junior High School site contains 34.6 acres. It is proposed that 12 acres be developed as an integrated community park facility

II. NEIGHBORHOODS

Middle Fork

This neighborhood is irregular in form. It is bounded on the north by a heavy industrial zone and the Booth-Kelly private truck road and on the east by 42nd Street and a projection of 42nd Street south approximately 2,500 feet. The south boundary follows the beginning of high ground above and north of the Willamette River. The west boundary follows along the base of Quarry Hill.

This neighborhood is still mostly rural in character. Much of the land is given over to orchards and row crops. The land is fairly level, draining west and south to the river and cut occasionally by drainageways. Until recently much of the south part of this neighborhood was subject to periodic flooding. Sanitation problems experienced to the north may be avoided for many years without installation of sewers by establishing generous minimum lot sizes. There is a dance hall located near 32nd Street on Jasper Road and a gravel operation on 28th Street in the west part of the neighborhood.

The proposed residential area west of 28th Street is, for the most part, an appendage to the remaining Middle Fork neighborhood area to the east. At present there is no direct public access between this western portion and the remaining proposed neighborhood area except by way of the McKenzie Highway.

Projected population figures for this neighborhood indicate an eventual elementary school age enrollment of 450 pupils, requiring a 9.5-acre site. It is proposed that 3 acres of park land be acquired for development with the school, increasing the total site need to 12.5 acres.

Quarry Hill Park, consisting of 5 acres, is proposed in the western part of this neighborhood. This site was originally proposed in the School-Park Plan for Springfield in January, 1958. The proposed regional park facility is situated between this neighborhood and the Willamette River.

Douglas-Morrow

This neighborhood area is divided into two parts by existing commercial use on either side of the McKenzie Highway. Since at full development neither area alone would contain enough population to support an elementary school, the two areas have been recognized as one neighborhood unit.

Both parts of this neighborhood are quite flat and have surface drainage and sanitary disposal problems because of "tight" soil and a high water table. Current plans for diversion of surface water in the Willakenzie-North Springfield-Thurston area are not expected to relieve the problems of this particular area until supplemented by sanitary sewers. Existing light and heavy industrial zoning enclose the neighborhood on the north, west, south, and a portion of the east side. Its eastern boundary south of the highway is 42nd Street.

This neighborhood is over 77 per cent developed. The existing elementary school population is estimated to be 280 pupils, including 30 pupils from

adjacent commercial and industrial areas. At full development there will be a total of 290 elementary school children. A school-park site of 11 acres is proposed -- 8 acres for school use and 3 acres for park use, developed as an integrated facility.

North Mt. Vernon

This neighborhood is over one and one-half miles long and approximately one-third of a mile wide. The land is flat and drains slowly toward the northwest. The neighborhood is bounded on the west by 42nd Street, on the north by commercial zoning and the McKenzie Highway, and on the east by a proposed arterial. A private truck road defines the southern boundary. This private road also branches off along the southern boundary severing the neighborhood as it moves north across the highway to the Weyerhaeuser Pulp Mill. That part of the neighborhood west of the truck road's northern extension has experienced considerably more development than the eastward part. The proposed elementary school for this neighborhood will serve an estimated enrollment of 345 pupils, including 35 pupils from dwelling units within the adjacent commercial area and the proposed South High Banks light industrial area. A minimum site of 8.5 acres will be required to serve this enrollment. It is proposed in the development plan that 3 acres of park land be acquired for integrated development with the elementary school.

This neighborhood lacks east-west internal street access. As further subdivision occurs, consideration must be given to the need for streets connecting the residential areas on either side of the north-south truck road.

South Mt. Vernon

This neighborhood contains considerable topographic variation. The area to the west is quite flat. Moving east the area becomes gradually hilly and wooded. The railroad runs along the southern base of the hills. South of the hills the area becomes fairly low and, in past years, has experienced some minor flooding. This area has encountered relatively light residential development.

The private truck road and, in some cases, the combination of the truck road and the railroad, firmly establish this neighborhood's north boundary. To a lesser degree, the vehicular use of 42nd Street as a collector street determines this neighborhood's west boundary. A projection of 42nd Street to the south approximately 2,500 feet has been used to complete the west boundary. The east boundary follows a proposed arterial. The south boundary is a line established along the limits of the area likely to experience urban development. The east part of the neighborhood is split diagonally by the Southern Pacific Railroad.

Mt. Vernon Elementary School is located in the northwest corner of the neighborhood. This school is located immediately adjacent to the main passenger and freight line of the Southern Pacific Railroad. Some problems of noise and safety are presently encountered because of this relationship. These problems

should be recognized since they intensify when the railroad increases the use of its line for freight transport. The school contains 18 classrooms and is situated on an 8.3-acre site. Existing classroom facilities appear adequate to serve the projected elementary school population of 440 pupils. It is proposed in the plan that an additional 1.1 acres be acquired to the east for playground facilities in order to meet the state minimum standard.

Because of the school's off-center location in relation to its service area, a 5-acre neighborhood park is proposed in the south central part of the neighborhood.

If for any reason in the future this school site should prove unsatisfactory, it is suggested that consideration be given to a more central location, in which case it would be possible to integrate the neighborhood's school and park developments.

A combined junior high school and community park is proposed in this neighborhood east of the existing elementary school. The school will serve pupils from Middle Fork, Douglas-Morrow, North Mt. Vernon, and South Mt. Vernon neighborhoods. A school site of 18 acres is proposed to serve the projected enrollment of 760 pupils. The minimum desirable acreage for the community park is 9 acres, increasing the total land needed for the combined junior high school-community park development to 27 acres.

South High Banks

This neighborhood's southern boundary is defined by the McKenzie Highway and existing commercial zoning. The eastern line follows 57th Street north to the McKenzie drainage ditch, then east along this drainageway to 58th Street. The east boundary then runs north along 57th Street to a point approximately 300 feet north of High Banks Road. The northern boundary is an arbitrary line 300 feet north of High Banks Road, including all present residential development. The western boundary is the west limit of light and heavy industrial zoning as proposed in the land use plan. The area north of this neighborhood and continuing to the river has been designated as rural land. This rural area is not likely to undergo urban development until extensive regional growth has occurred and the possibility of flooding has been considerably reduced.

The neighborhood is fairly flat and drains to the west. Some subdivision activity has occurred in the area south and west of the proposed freeway while the area north of the freeway has experienced only minor residential development, nearly all of which has been along existing county roads.

This area is bisected by the proposed "Q" Street Expressway, which will create some internal access problems. It is assumed that such problems will be minor in view of a probable lower population density in this area than will likely occur in Central Springfield. An interchange is proposed in the development plan at the McKenzie Highway.

This neighborhood unit has a projected elementary school enrollment of 485

pupils, requiring a minimum school site of 9.9 acres. This enrollment includes 10 pupils from the adjacent commercial area. A 3.6-acre neighborhood park is proposed for integrated development with the school.

East Thurston

This neighborhood is over two miles long and has an average width of only slightly over one-half mile. The eastern part of the neighborhood becomes quite narrow because of the river on the north and steep hills on the south. Drainage is from the north and south edges of the neighborhood to the McKenzie drainage ditch as well as to the McKenzie River.

The northern boundary follows a minor channel of the McKenzie River. The eastern boundary is marked by the junction of Thurston Road with the McKenzie Highway. The western line follows 69th Street and a projection of 69th Street south from the McKenzie Highway to follow along the west side of a partially developed subdivision. The south boundary follows the likely limit of residential development south of the highway at the base of the hills.

This neighborhood has experienced only sparse residential development. A high water table and impervious soil will continue to discourage development in this area until it is economical to extend sanitary sewers this far east. The two residential developments south of the highway are presently encountering numerous sanitary problems. This area is quite steep, the soil is shallow, and the base rocky. In the creation of building sites and roads this thin layer of soil has been shifted and, in many cases, completely eliminated. Consequently, both developments are now experiencing serious sewage seepage. Water erosion has also left its mark on both of these developments.

It is recognized that most of this neighborhood is still largely agricultural and most likely will not undergo intensive residential development until other areas develop which have better access to the central urban core as well as fewer building problems.

Projected population figures for this neighborhood indicate an eventual school-age population of 480 students. The existing elementary school site of 11.4 acres will be adequate for the projected enrollment. Two additional classrooms may be needed at some future date, raising the total number of classrooms to 20. A neighborhood park of 3 acres is proposed in conjunction with the existing school site.

A 12-acre community park facility is proposed on the McKenzie River in the northeast part of this neighborhood.

West Thurston

This neighborhood is bounded on the north by a secondary channel of the McKenzie River, and on the east by 69th Street. The south boundary follows the base of the hills, while the west boundary follows 57th Street from a point approximately 750 feet south of the highway north to the McKenzie ditch,

then east to 58th Street and north to the river.

West Thurston neighborhood contains approximately 685 acres. Of this area, 96.1 acres have been designated for school-park purposes. Of the 96.1 acres, School District No. 19 presently owns 85.8 acres. With the exception of the hill area along the south periphery, the area is flat and drains to the north and west. At present there are only two north-south roads serving this neighborhood and each forms a neighborhood boundary. The only east-west road, aside from the McKenzie Highway, is Thurston Road located in the north part of the neighborhood. As this area experiences further residential development attention should be given to improving internal circulation. A preliminary study for the subdivision of land between the McKenzie Highway and Thurston Road, including the existing and proposed school-park sites, has been prepared for this neighborhood.

An elementary school site of 10.3 acres will be required to serve the projected enrollment of 530 students. It is proposed that 3 acres of park land be acquired for development in conjunction with the elementary school.

Thurston Junior High School is located in this neighborhood on a site of 34.6 acres. This school will serve pupils from South High Banks, East Thurston, and West Thurston neighborhoods, with an estimated enrollment of 750.

It is proposed that this site be a combined junior high school-community park facility. Since the site contains 34.6 acres, 17.5 acres of which are needed to serve the projected enrollment, there would appear to be a large remaining portion which could be developed for community park purposes. As indicated in Tables II and III a "paper" division of the 34.6 acres has been made -- 22.6 acres proposed for total school development and 12 acres for park development.

The school district owns 54.9 acres of land in the west central part of this neighborhood now being developed for a high school. The building is scheduled for use by September, 1960. Projected enrollment figures show that this school will eventually serve 1,510 pupils, requiring a minimum site of 45.5 acres. This enrollment may be somewhat larger because of the effect of outlying schools north and east of the planning area and within School District No. 19.

It is proposed that 3 acres of the site not specifically needed for future school purposes be used for community park development in conjunction with the high school. School District No. 19 should delay any final disposition of land until such a time as the effect on the future enrollment by the outlying schools can be established.

JUNCTION CITY PLANNING AREA

JUNCTION CITY PLANNING AREA

Junction City is the most northern part of the metropolitan region. Located 14 miles north of Eugene, this community is well centered to serve the surrounding agricultural area. The Junction City planning area is bounded on the east by the Willamette River, on the north and west by section and quarter-section lines, and on the south by a line between the commercial and residential development identified with Junction City on the north and that identified with the Siuslaw Highway on the south.

A land use survey conducted in 1958 indicated the entire Junction City planning area, including the area within the city limits, contained 1,363 dwelling units and had a population of approximately 4,770 persons. The incorporated area contained 553 dwelling units, including 16 permanent trailer units. (Motels were not considered as dwellings.) Population of the city in 1958 was estimated by the state board of census at 1,600 persons. This indicates an average family size of 2.9 persons per dwelling unit. The 1950 federal census reported a population of 1,475 and 515 dwelling units, or 2.8 persons per dwelling unit. Both of these figures indicate that the average family size in Junction City is lower than in the metropolitan region as a whole. (This lower figure is at least partially a reflection of the more steady gradual growth which has occurred in this city.)

For purposes of estimating future population, a family size of 3.0 persons per dwelling unit has been used within the present city boundaries. Suburban areas within the metropolitan region have generally been found to have an average of 3.5 persons per family. This figure has been used in projecting growth in the area south and west of the city.

Influenced by U. S. Highway 99, commercial development occupies considerably more area than can ordinarily be expected in a city of this size. It is assumed that the construction of the Pacific Freeway will have a decided effect on existing tourist commercial development and will retard further development of this type.

In addition to the existing land use map, a future development and generalized land use plan has been prepared for the Junction City planning area. Future residential, commercial, and industrial areas indicated within the city limits are substantially the same as those now recognized by the Junction City Planning Commission and the City Council. The proposed highway industrial area has been extended south beyond the city limits to include the area between the highway and the Southern Pacific Railroad. The remaining area is shown in the plan as rural land.

The future residential area has been extended south and west of the city to include some recent residential development. It is estimated that the proposed residential area, including the city, could eventually contain 1,800 dwelling units with a population of around 6,035 persons.

No attempt has been made to estimate the future population of the rural area since it does not lend itself to the same type of analysis.

Existing schools and parks, including undeveloped sites, are designated in the plan, and an inventory of these facilities is listed in Table I.

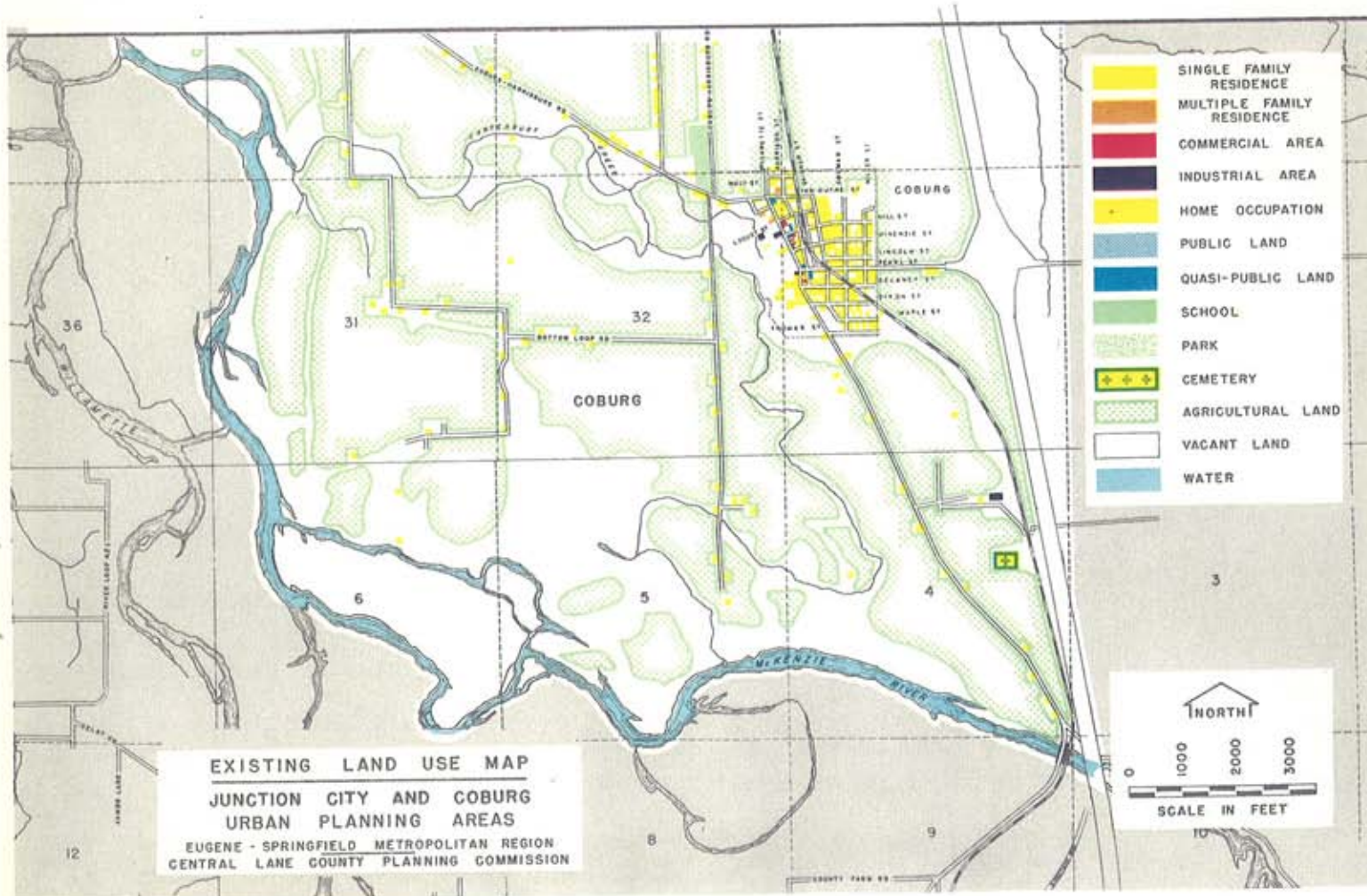
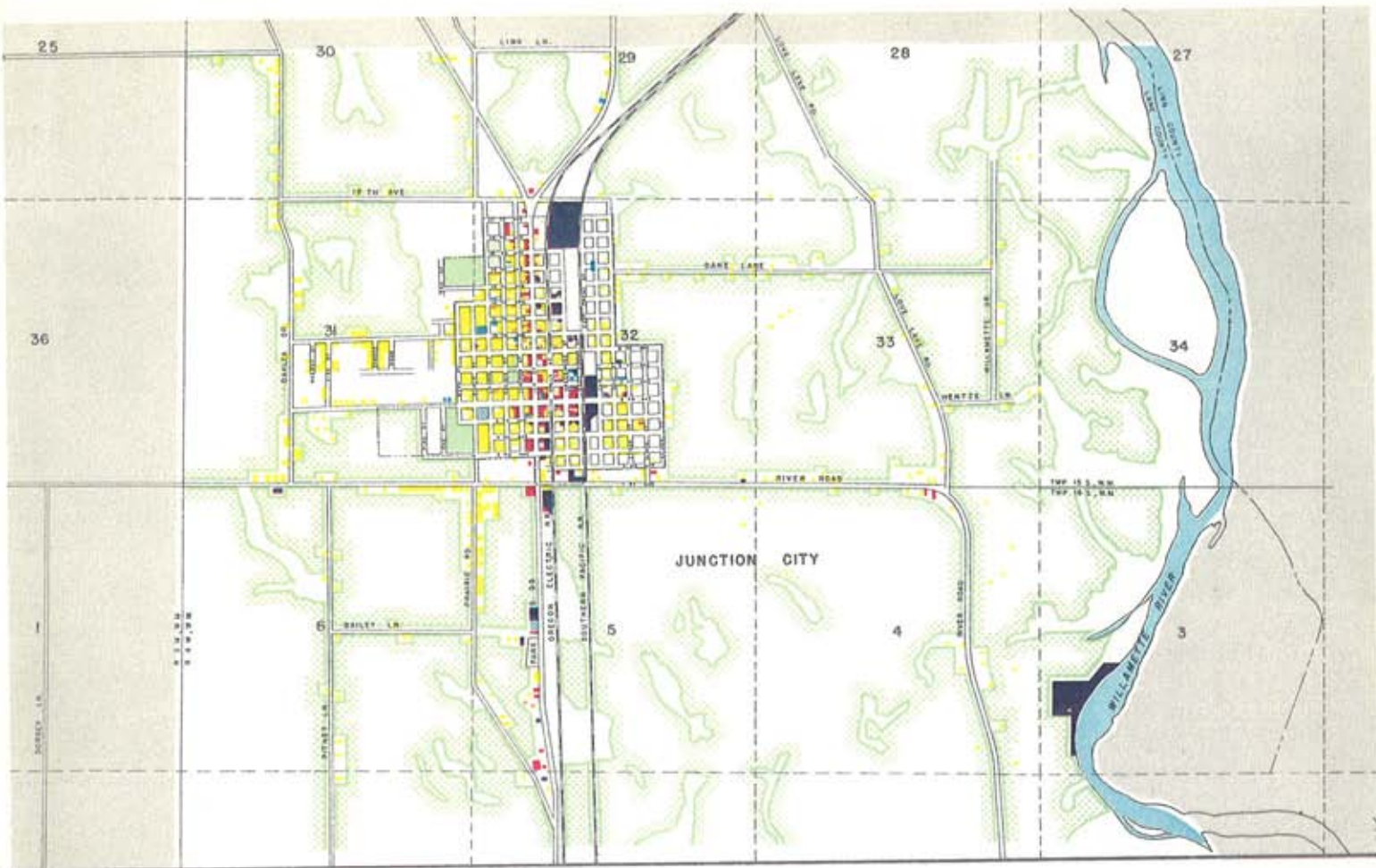
TABLE I
INVENTORY OF SCHOOL FACILITIES
Junction City Planning Area

<u>Facility</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>No. of Class- rooms</u>
Grade school 13th Avenue between Oak and Laurel streets	10.14	7.16	23
Junior high school (old high school) Maple Street between 3rd and 6th avenues	10.00	8.74	13
Junior high school 7th Avenue between Kalmia and Juniper streets	2.13	1.43	12
High school 6th Avenue west of Pine Street	25.00	21.24	13
TOTAL	47.27	38.57	61

It will be noted that no additional school facilities are proposed in the land use and development plan. Present facilities, including the new high school completed in 1958, appear adequate to serve the area's needs for some years. At the present time over 38 acres are available for community recreation at schools within the city. It is anticipated that future classroom expansion will probably result in some reduction in available acreage, but that a substantial area will remain for cooperative public school and park and recreation activities.

There are presently two public parks in Junction City containing a total of 4.74 acres. The municipal park, consisting of 3.48 acres, is located on Kalmia Street between 14th and 16th avenues. The school district owns and maintains a 1.26-acre facility on Laurel Street between 5th and 6th avenues. Playground equipment for this park has been provided through a Lions Club community project. The city plans improvement of each of these parks.

A 1-acre site on Elm Street between 5th and 6th avenues, originally a Junior Chamber of Commerce community project, is proposed as a neighborhood park in the development plan. The site is privately owned and has been maintained in the past on a voluntary basis.



A 7.6-acre neighborhood park is proposed east of Cedar Street between 7th and 9th avenues. This park was originally proposed several years ago by the Junction City Planning Commission as a part of a long-range development program. A preliminary plan has been prepared for the possible development of this site although no action has been initiated to acquire the four-block area.

TABLE II

INVENTORY OF PARK FACILITIES
Junction City Planning Area

<u>Park Facility</u>	<u>Gross Acreage</u>	<u>Remarks</u>
Municipal Park		
Kalmia Street between 14th and 16th avenues	3.48	City owned; partially improved
Neighborhood Park		
Laurel Street between 5th and 6th avenues	1.26	Owned by the school district; playground facility
TOTAL PARK FACILITIES	4.74	

COBURG PLANNING AREA

COBURG PLANNING AREA

The Coburg planning area includes the city of Coburg and the surrounding agricultural area. The McKenzie River bounds the area on the south and west, while the north and east boundaries have been established along section and quarter-section lines.

At the time of the land use survey in 1957, the Coburg planning area contained approximately 530 dwelling units and an estimated population of 1,855 persons. Approximately 37 per cent of the population of the planning area lives within the city limits.

Coburg is an incorporated city with a population of approximately 700. The city contained 196 dwelling units at the time of the land use survey in 1957. This residential community has a business district equivalent to a neighborhood shopping area. The disappearance of the industrial activity which stimulated the early growth of the city resulted in a decline of the population to a low of 263 in 1930. Coburg today has virtually no industrial development, yet there has been a substantial growth in population since 1930.

The Brownsville branch of the Southern Pacific Railroad passes through the city. Access to the state-wide highway system will be improved substantially with the opening of the new Pacific Freeway. Anticipation of the freeway has already led to the enactment of land use regulations east of the city, in an area extending from the McKenzie River to approximately one mile north of Pearl Street. Land owners in the area requested this zoning in the belief that the freeway will cause changes in population and land use.

The future development and generalized land use plan for the Coburg planning area suggests that except for a limited area of commercial use, all of the area presently within the city limits and a small area north and east of the city be devoted to residential use.^a This area contains approximately 315 acres, of which 193.6 acres are within the city. It is estimated that this residential area could eventually contain 537 dwelling units, with a population of 1,880 persons.

The plan recognized three commercial areas: two are beyond the city limits and currently zoned by county ordinance, while the third encompasses a two-block area within the city which presently contains the bulk of existing commercial development. The Coburg Grade School and High School also appear in the plan. The remainder of the planning area is designated as rural in character.

Coburg will have access to the freeway at a point directly east of the city. Farm traffic from the north and a small part of the suburban traffic from the Willakenzie area will use the Coburg interchange. In

^a The existing land use map and the future development and generalized land use plan for this planning area are shown in the section dealing with the Junction City planning area, beginning on page 177.

addition the freeway will shorten travel time to Eugene and thereby could encourage residential development in Coburg and the nearby hills.

While much of the rural area is presently protected by county zoning, the city has no such regulations. Early attention should be given to the adoption of a development pattern and appropriate regulatory ordinances.

The Coburg planning area contains a grade school and a high school, situated on a 12.89-acre site in the northwest part of the city. Approximately 11 acres of net open land are presently available for possible community recreation use at the school site. This total would be reduced if either of the two schools finds it necessary to expand its existing classroom facilities.

The planning area does not contain any park facilities. Armitage State Park, a regional park facility, is located approximately 2 miles south of the city at the McKenzie River. It is suggested that any future study of a development pattern by the city include a study of the present and projected community park needs.

INVENTORY OF SCHOOL FACILITIES
Coburg Planning Area

<u>Facility</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>No. of Class- rooms</u>
Grade School, grades 1-6	12.89	10.76	6
High School, grades 7-12			8
Total	12.89	10.76	14

FERN RIDGE RESERVOIR PLANNING AREA

FERN RIDGE RESERVOIR PLANNING AREA

The Fern Ridge Reservoir planning area includes the unincorporated communities of Alvadore, Veneta, Elmira, and the rural area surrounding the Fern Ridge Reservoir west of the Danebo-Bethel and Bailey Hill urban planning areas.

It is estimated that in 1957 the planning area contained 1,088 dwelling units and had a population of 3,810.

The existing land use map shows dwellings scattered along county roads and no significant subdivision development. The Fern Ridge Reservoir planning area is not presently protected by land use regulations, with the exception of a small subdivision of about 7 acres in the south-central portion between Route "F" and the reservoir.

The generalized land use and development plan prepared for the Fern Ridge Reservoir planning area is intended as a preliminary guide to future land use and subdivision activity.

Each of the residential areas shown in the plan includes existing residential development in the three unincorporated communities. The plan indicates only existing commercial areas. These should prove adequate for some time.

Each of the two industrial areas shown already contains industrial development. The proposed industrial area between the Coos Bay branch of the Southern Pacific and Route "F" is an extension of the West Industrial Area in the Bailey Hill planning area. The industrial area in Veneta is presently the site of a large lumber mill operation.

The remainder of the planning area has been designated as rural land except for such existing uses as schools, parks, cemeteries, and land within the reservoir reserve area controlled by the U. S. Army Corps of Engineers.

Mahlon Sweet Airport is located in the northeast portion of the planning area. All of the airport area shown is presently owned by the city of Eugene. At the request of the city of Eugene, the Board of County Commissioners in March, 1958 enacted an ordinance to establish airport zoning regulations which regulate the height of structures and trees in the vicinity of the airport.

In order that the airport may retain its value to the metropolitan region, its location needs to be protected against urban encroachment. As the region develops, investment in the airport can be jeopardized unless early steps are taken to acquire additional land for future "jet age" airport expansion and land use controls are applied to the surrounding area.

Much of the major street pattern shown in the development plan is presently existing. New proposals include two arterials and a limited access arterial of expressway character in the northeast part of the area.

This arterial would connect with Fern Ridge Dam Road east of the reservoir and is an extension of that portion of the arterial within the reservation boundary of Fern Ridge Reservoir that is presently a limited access road. This proposed route will provide a second east-west link between the Territorial Road west of the reservoir and the Pacific Freeway, and allow for the traffic increase that can be expected as a result of increasing use of the reservoir area for recreation purposes.

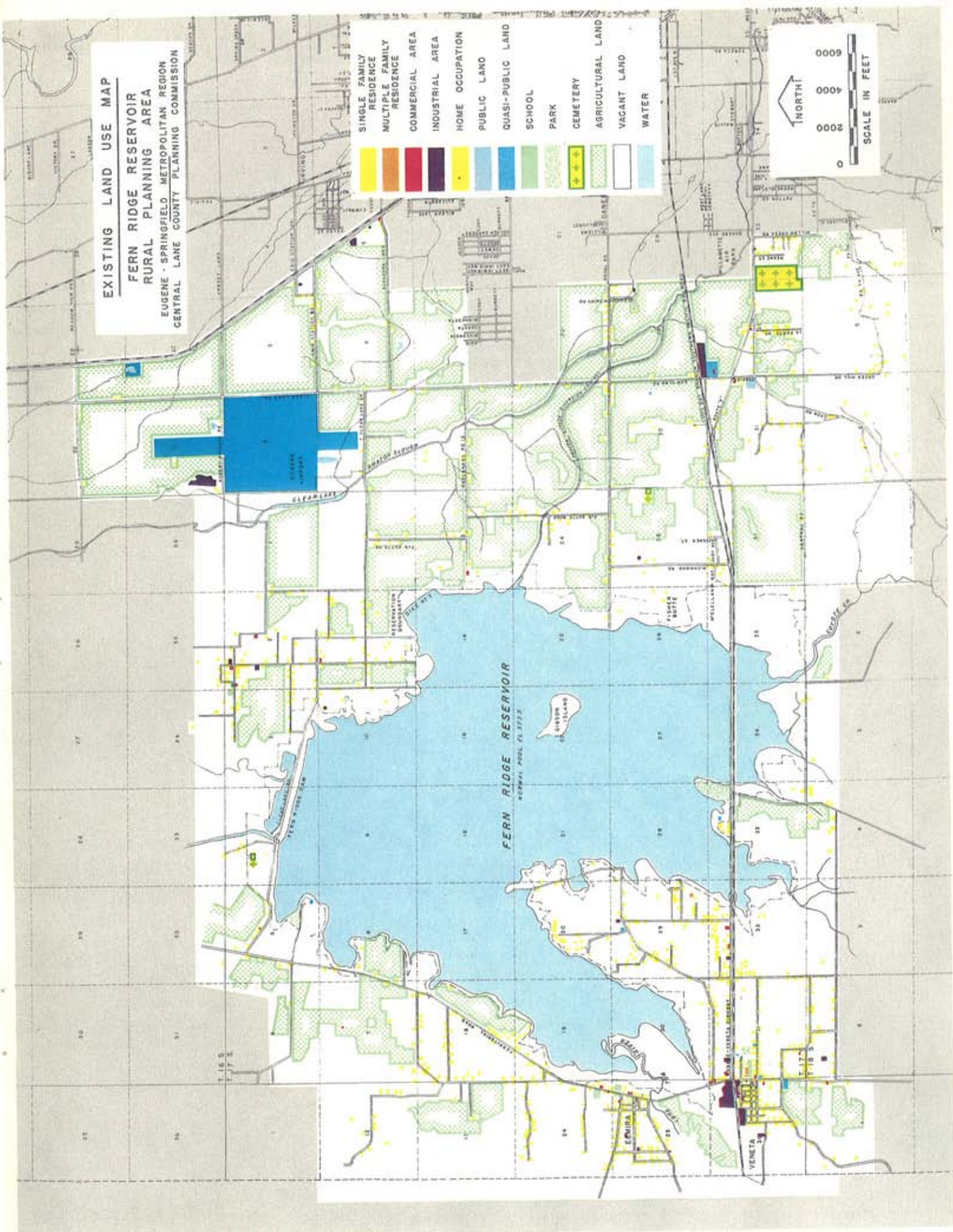
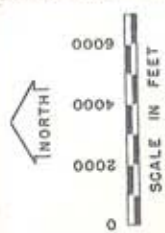
An arterial connection has been suggested northeast of the airport between U. S. Highway 99 and Gun Club Road, which is the major north-south traffic carrier east of the reservoir. This connection would provide a direct route between Highway 99 and Route "F."

A proposed expressway appears in the south part of the area north of the railroad. This expressway is a westward extension of Roosevelt Boulevard and is the final link of the central business district by-pass route between Route "F" and the Pacific Freeway.

Existing schools, including undeveloped sites, have been designated in the plan and an inventory of these facilities is listed in Table I. Existing parks, including undeveloped sites, also appear in the plan and are listed in Table II.

FERN RIDGE RESERVOIR
RURAL PLANNING AREA

EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION



FUTURE DEVELOPMENT AND GENERALIZED LAND USE PLAN

FERN RIDGE RESERVOIR RURAL PLANNING AREA

EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION

RURAL AREA

RESIDENTIAL AREA

COMMERCIAL AREA

INDUSTRIAL AREA

CEMETERY

PUBLIC LAND

WATER

PROP. FREEWAY

PROP. EXPRESSWAY

EXTG. ARTERIAL

PROP. ARTERIAL

EXTG. GRADE SEP.

PROP. GRADE SEP.

EXTG. & PROP.
INTERCHANGE

ELEM. SCHOOL

HIGH SCHOOL

COMMUNITY
PARK

REGIONAL PARK

ACQUIRED LAND

NORTH

0 2000 4000 6000

SCALE IN FEET

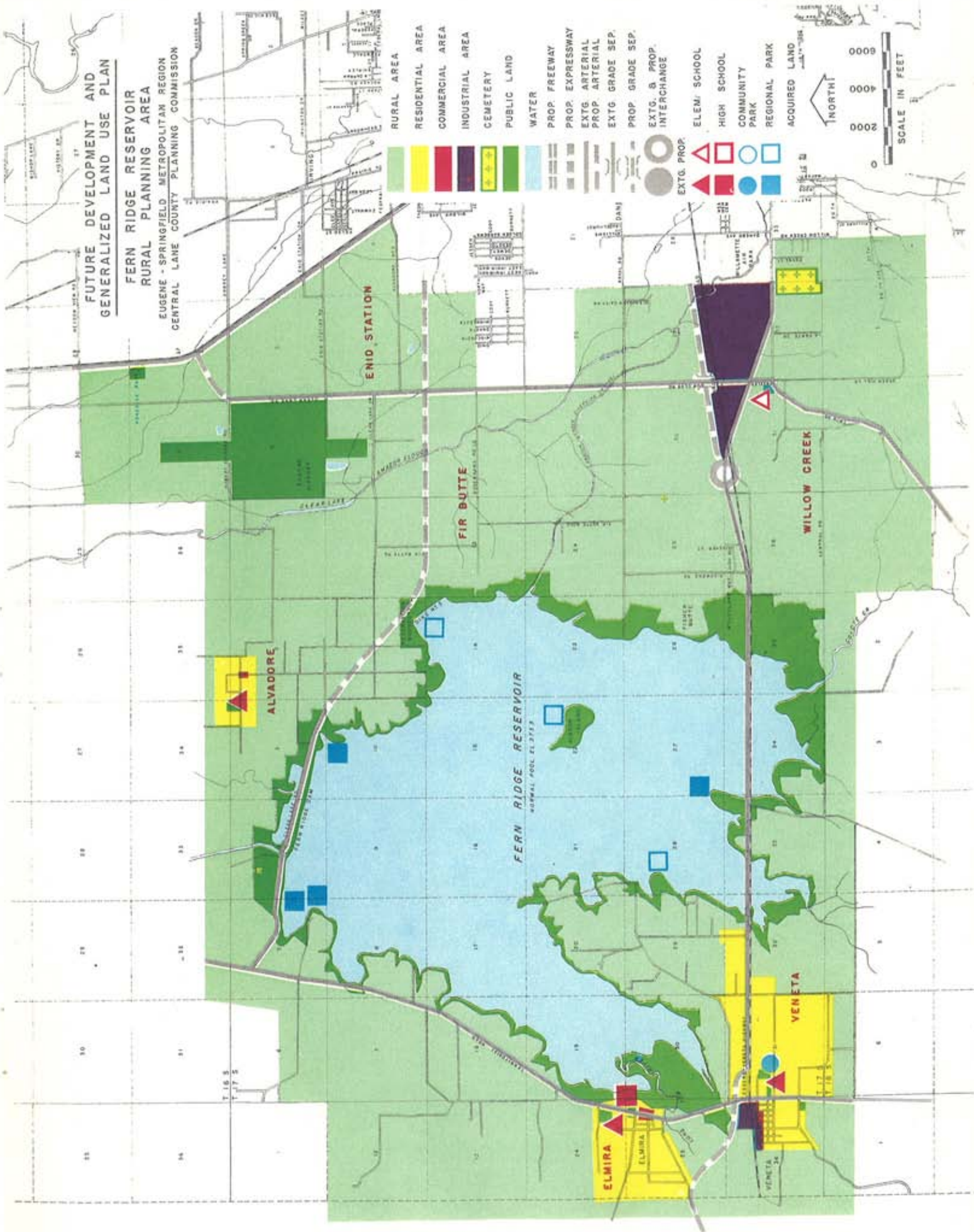


TABLE I
INVENTORY OF SCHOOL FACILITIES
Fern Ridge Reservoir Planning Area

<u>Facility</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>No. of Class- rooms</u>
<u>Elmira</u> (District No. 139)			
Grade school, grades 1-4 Main Street and Sheffler Road	1.78	1.55	5
Grade school, grades 5-8 Territorial Road, one-quarter mile north of Sheffler Road	9.00	7.63	6
<u>Veneta</u> (District No. 28)			
Grade school, grades 1-8 1st Street north of Hunter Avenue	4.95	3.58	15
<u>Elmira</u> (Union High School District No. 4)			
High school, grades 9-12 Main Street east of Sheffler Road	5.46	3.97	15
<u>Alvadore</u> (District No. 52)			
Grade school, grades 1-8	2.41	1.35	3
<u>Oak Hill site</u> (District No. 4)			
Elementary school site, Traxler Road north of Crow Road	7.80	--	--
TOTAL	31.40	18.08	44

TABLE II
INVENTORY OF PARK FACILITIES
Fern Ridge Reservoir Planning Area

<u>Park Facility</u>	<u>Gross Acres</u>	<u>Remarks</u>
Richardson Point State Park Northwest shore of Fern Ridge Reservoir, Territorial Road	14.0	Oregon State Highway Commission: picnic sites, pier, boat launching ramp, shade trees, restrooms
Krugur Park North shore of Fern Ridge Reservoir, west of the dam, Clear Lake Road	1.0	U. S. Army Corps of Engineers: picnic sites, boat launching ramp, swimming area, water skiing
Orchard Point Recreation Area Northeast shore of Fern Ridge Reservoir, east of the dam, Clear Lake Road	16.0	U. S. Army Corps of Engineers: partially developed, picnic sites, boat launching ramp
Ragsdale Park East shore of Fern Ridge Reservoir, Dike No. 2	30.0	U. S. Army Corps of Engineers: undeveloped
Gibson Island Fern Ridge Reservoir	60.0	U. S. Army Corps of Engineers: undeveloped, proposed boat landing, picnic sites, camping area, restrooms
Perkins Peninsula State Park South shore of Fern Ridge Reservoir, Route "F"	60.0	Oregon State Highway Commission: picnic sites, pier, boat launching ramp, shade trees, restrooms
Zumwalt Park Southwest shore of Fern Ridge Reservoir	30.0	Lane County Park Commission: undeveloped, proposed picnic area, boat launching ramp, swimming area
Veneta Community Park East of Broadway, community of Veneta	6.0	Semi-public park owned by Veneta Improvement Association, partially improved
Blue Star Memorial Park One mile south of Meadow View Road on west side of U. S. Highway 99	8.0	Oregon State Highway Commission: roadside facility, 5-acre lake, picnic area, restrooms
TOTAL	225.0	

LONE PINE - IRVING PLANNING AREA

LONE PINE - IRVING PLANNING AREA

The Lone Pine - Irving planning area is bounded on the north by the Junction City planning area and on the south by the River Road planning area. The east boundary follows the Willamette River and the west boundary follows U. S. Highway 99, Meadow View Road, and Harpole Road.

According to the land use survey made in 1957, the Lone Pine - Irving planning area contained 505 dwelling units and had a population of about 1,765 persons.

The area is flat and is given over mainly to agricultural uses -- dairies, orchards, poultry raising, grazing land, and some dry farming.

The largest concentration of residences is located in the south part of the planning area. Elsewhere residential development is scattered along county roads.

There is one fairly large industrial area along the highway in the south part of the planning area and a number of small industrial and commercial uses are scattered along the highway and along River Road. A small concentration of commercial and industrial uses is located along Prairie Road in the unincorporated community of Irving.

The area bounded by U. S. Highway 99, Enid Station Drive, the Southern Pacific Railroad, and Irving Road is presently zoned for heavy industrial use except for a small area west of the community of Irving which is zoned for suburban residential use. Nearly 60 per cent of the industrial zone is presently developed. The present trend of light and heavy industrial development between the highway and the Southern Pacific Railroad suggests that nearly all of the area from Irving Drive north to Enid Station Road may be utilized for this purpose in a short time. It is proposed that the present industrial classification be extended north to the proposed arterial (a westward extension of Beacon Drive to U. S. Highway 99).

The other proposed industrial area is a southward extension of an industrial area in the Junction City planning area.

Two existing arterials are shown in the development plan -- U. S. Highway 99 and River Road. In addition, a new east-west arterial is proposed extending west from River Road across U. S. Highway 99 to Clear Lake Road. A portion of this proposed arterial follows the existing right of way of Beacon Drive.

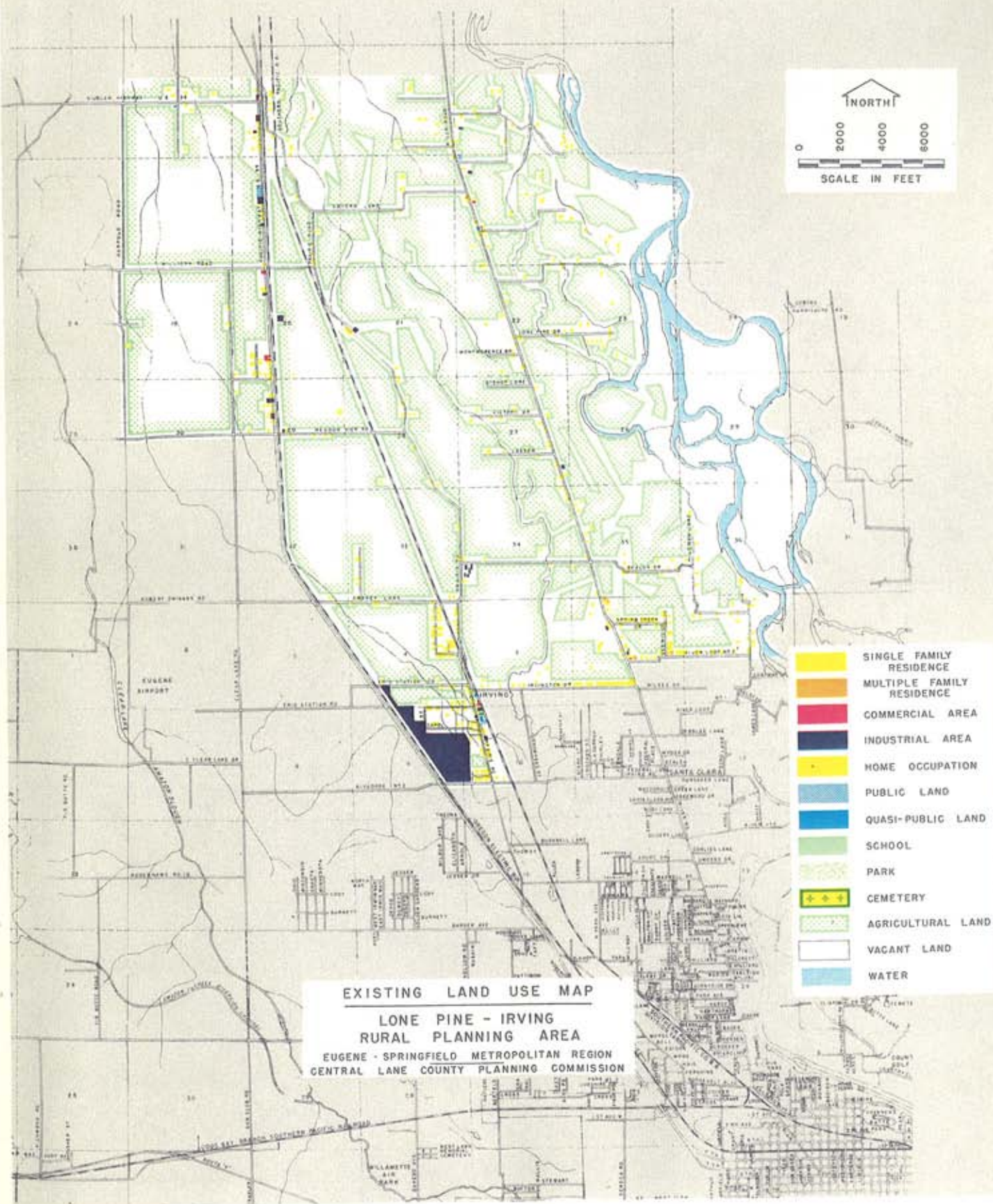
Parts of the Lone Pine - Irving planning area are in three different school districts -- Bethel District No. 52, Eugene District No. 4, and Junction City District No. 69J. District No. 52 includes all of the area in sections 3, 4, 9, and 10, as well as small portions of sections 33 and 34. District No. 4 includes all of the area in sections 1 and 2, as well as small portions of sections 35 and 36. The remainder of the area north of these two districts is in District No. 69J.

There are two elementary schools in the planning area. The Irving Grade School, District No. 52, is located in the community of Irving on Frairie Road. The projected elementary school population from that part of District No. 52 east of the Southern Pacific Railroad is included as a part of the projected school population in the River Road planning area, and a discussion of this school appears in the River Road planning area section dealing with school site requirements.

Riverview Grade School, District No. 69J, is located in the north part of the planning area on River Road. This two-classroom facility serves only grades 1 and 2, and has an enrollment of about 50 pupils.

Pupils living in that part of the planning area in School District No. 4 attend Santa Clara Elementary School in the River Road planning area.

Awbrey Park, a partially developed county park, is located in the south part of the planning area on River Road. The state highway department has a roadside park on the west side of U. S. Highway 99, approximately three-quarters of a mile south of the Siuslaw Highway, U. S. Highway 36.



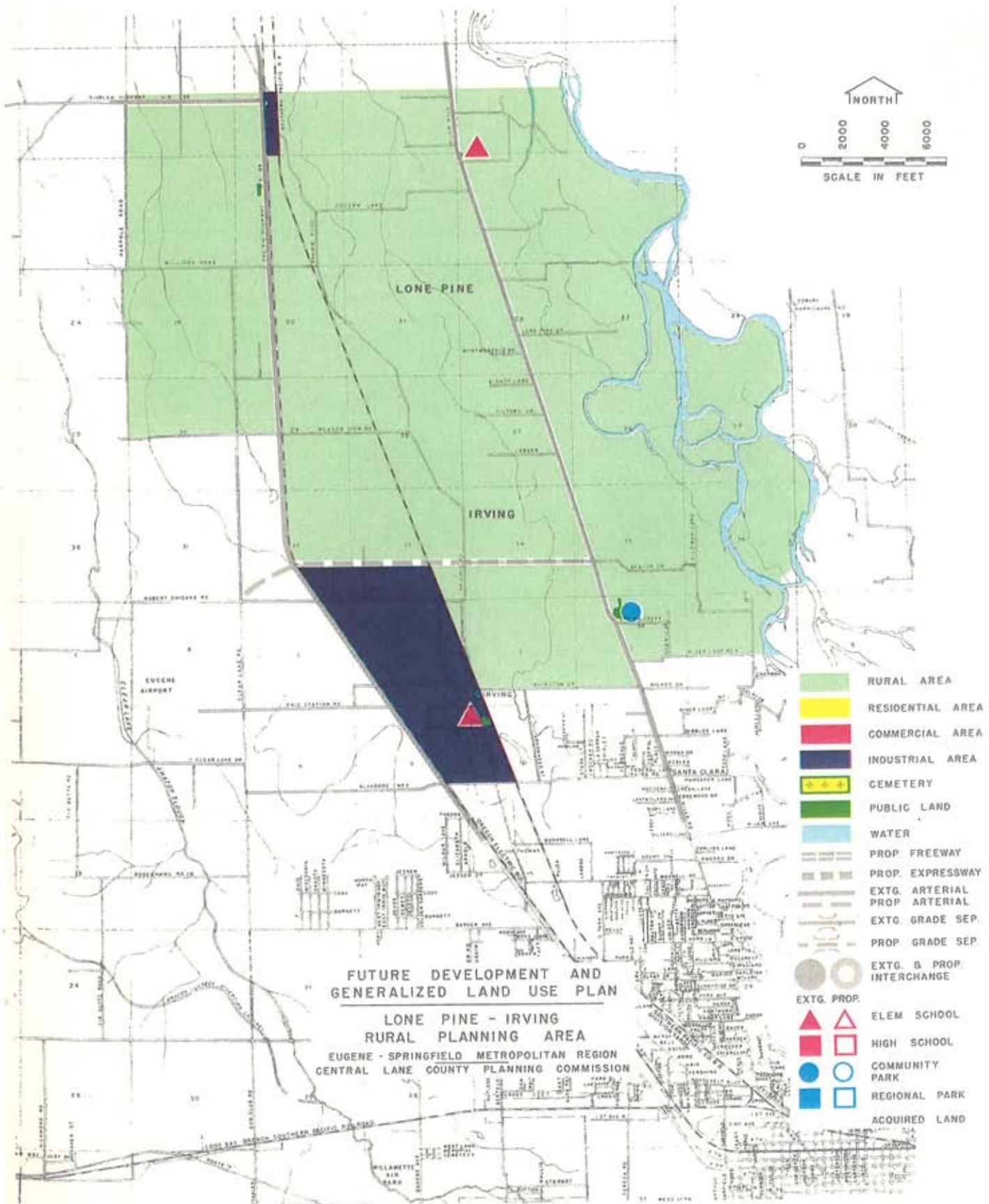


TABLE I
INVENTORY OF SCHOOL FACILITIES
Lone Pine - Irving Planning Area

<u>Facility</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>No. of Class-rooms</u>
<u>Lone Pine (District No. 69J)</u>			
Riverview Grade School, grades 1 and 2, River Road	1.00	0.77	2
<u>Irving (District No. 52)</u>			
Grade school, grades 1-5, Prairie Road south of Irvington Drive	3.40	2.00	5
TOTAL	4.40	2.77	7

TABLE II
INVENTORY OF PARK FACILITIES
Lone Pine - Irving Planning Area

<u>Park Facility</u>	<u>Gross Acreage</u>	<u>Remarks</u>
Awbrey Park		Lane County Park Commission: partially developed, picnic tables, sanitary facilities
North of Spring Creek Drive on east side of River Road	6.3	
Roadside Park		Oregon State Highway Commission: trees, small lake
South of the Siuslaw Highway, U. S. Highway 36, on west side of U. S. Highway 99	3.0	

SPENCER BUTTE - GOSHEN, MCKENZIE VIEW
AND CEDAR FLAT PLANNING AREAS

SPENCER BUTTE - GOSHEN PLANNING AREA

The Spencer Butte - Goshen planning area is bounded on the north by the Central Eugene planning area and on the northeast by the coast fork of the Willamette River. The west, south, and remainder of the east boundary follow section lines that for planning purposes mark the southern limits of the Eugene - Springfield Metropolitan Region.

It is estimated that in 1957 the Spencer Butte - Goshen planning area contained 318 dwelling units and had a population of about 1,115 persons.

The terrain northeast of Goshen is fairly flat. There are several small areas south and west of Goshen which are somewhat rolling in character. A large part of the more level land is used for agricultural purposes, as shown in the existing land use map. West of Goshen the topography changes considerably, becoming hilly and, in some parts, quite steep and inaccessible. In the west part of the area Spencer Butte rises to an elevation of 2,065 feet. By contrast, the elevation at Goshen is 500 feet.

In the hills to the west residential development is limited for the most part to frontage along existing county roads. A larger concentration of residences is located between the Pacific Highway and the river. While parts of this planning area are suitable for suburban development, its distance from the urban center, the value of the level areas for agricultural production, and the hilly topography in the south and west will probably mean that the area will remain rural in character for many years.

There are a number of small commercial and industrial uses in Goshen and scattered along the old highway north and south of the community. The two industrial land uses south of Goshen are lumber operations. The industrial use along the river in the north part of the area is a gravel borrow operation.

The area around Spencer Butte is presently protected by land use regulations. There is a small commercial zone on Fox Hollow Road, a part of which is developed. Spencer Butte is a public reserve, and a suburban residential district surrounds the butte. There are also three separate agricultural, grazing, and timber districts adjacent to the suburban districts.

The remainder of the planning area is unzoned. The extension of land use regulations to all of the unzoned area would help to preserve existing agricultural values and to promote orderly development in the future.

The development plan reflects existing land uses in Goshen, including the Bonneville Power Substation, residential, commercial, and industrial development, and the elementary school. Spencer Butte Park is a part of the Eugene city park system.

The remainder of the planning area is designated in the plan as rural even though there is some scattered suburban development.

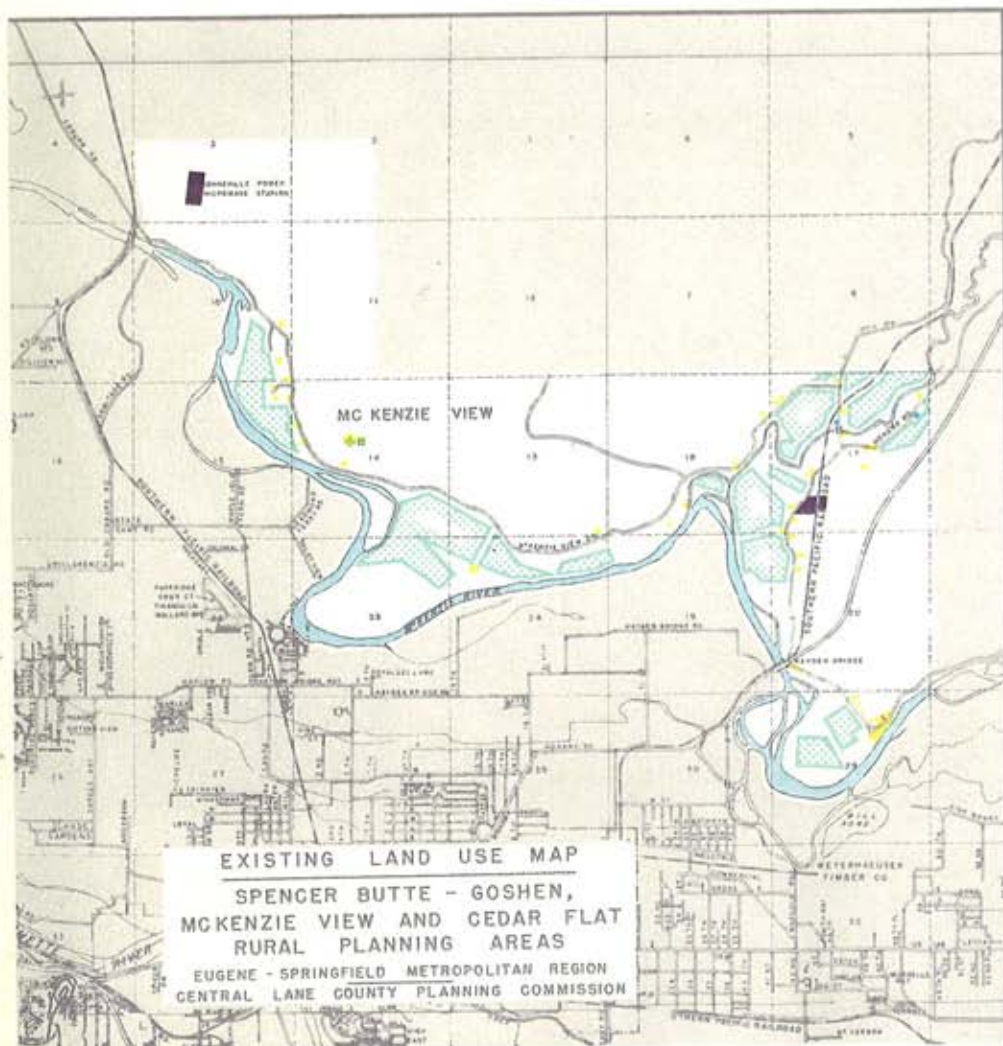
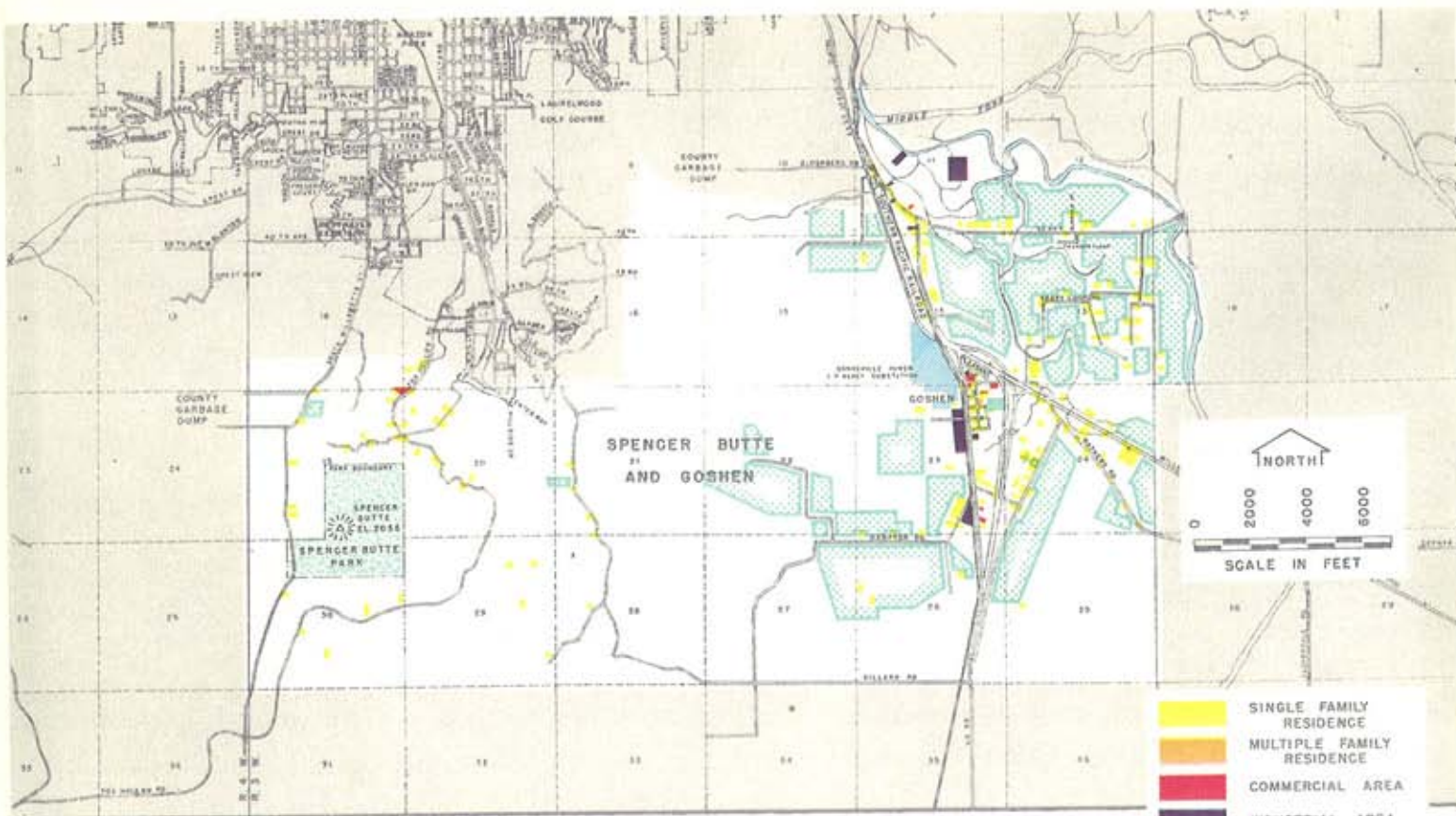
The Pacific Freeway and the Willamette Highway, U. S. Highway 58, are the major existing routes shown in the development plan. A part of the south peripheral expressway, which will ultimately connect the Pacific Freeway with the south part of Eugene, borders the planning area on the north. An additional major traffic route that is likely to be warranted in the future is a southerly extension of Fox Hollow Road connecting with the Pacific Freeway in the vicinity of Walker, about five miles south of Creswell.

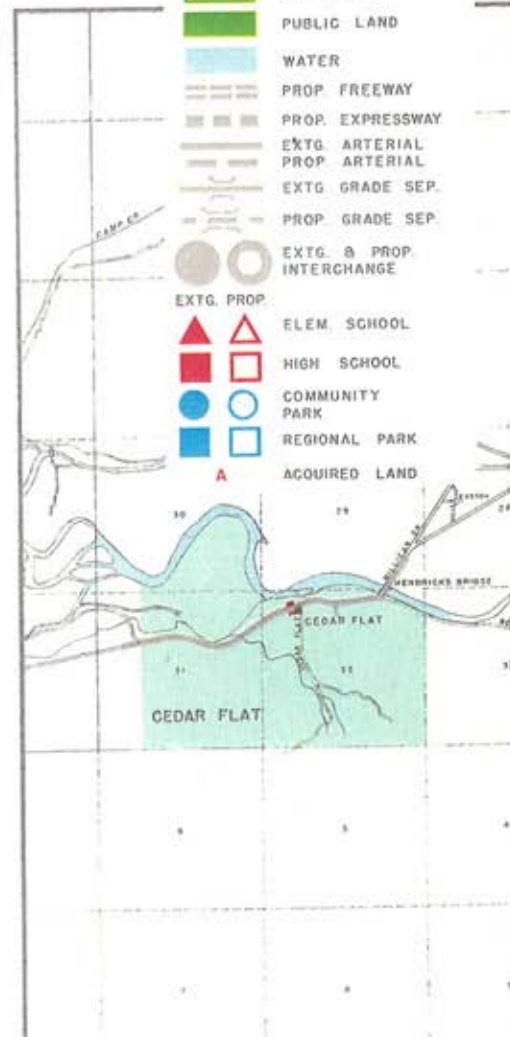
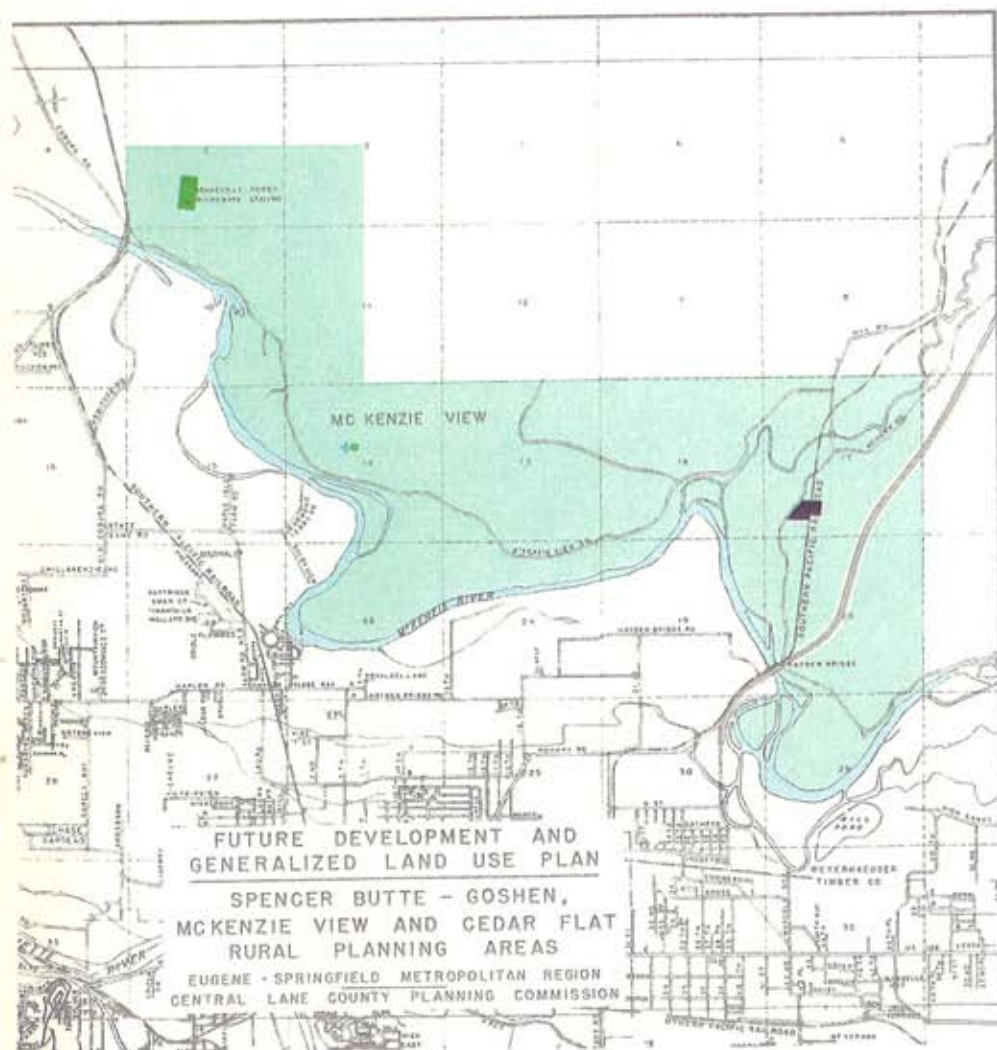
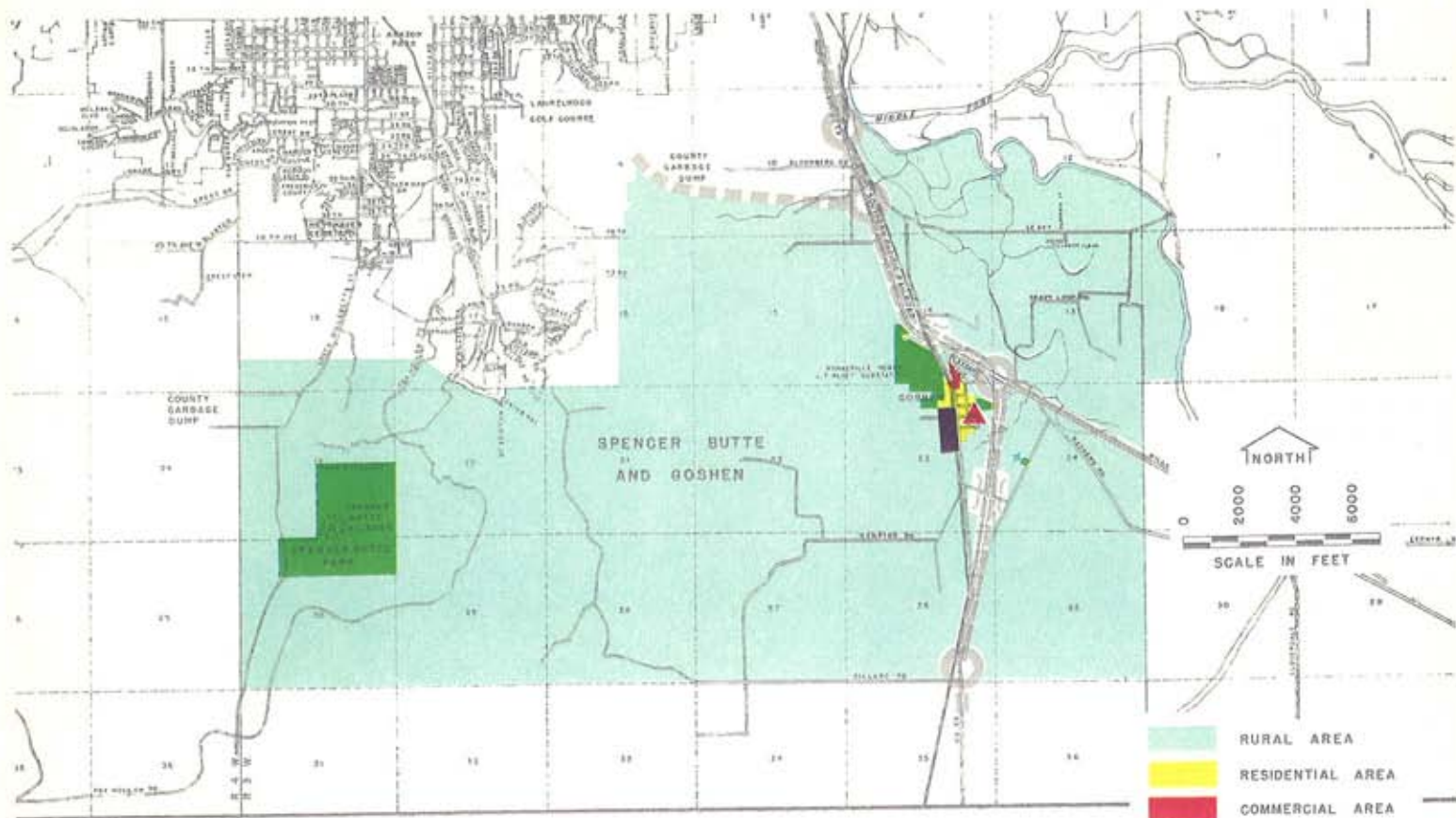
Elementary school pupils in the east part of the planning area attend Goshen Elementary School. The west part of the area is served by Eugene School District No. 4.

INVENTORY OF SCHOOL FACILITIES
Spencer Butte - Goshen Planning Area

<u>Facility</u>	<u>Gross Acres</u>	<u>Net Open Area</u>	<u>No. of Class- rooms</u>
<u>Goshen (District No. 19)</u>			
Grade school, grades 1-6			
2nd and "B" streets	9.11	7.69	9

Spencer Butte Park, a regional facility, contains approximately 280 acres. The park is heavily wooded and several large rock formations occur within its boundaries. This park is presently undeveloped except for foot trails leading to the top of the butte.





McKENZIE VIEW PLANNING AREA

The McKenzie View planning area is bounded on the south and west by the McKenzie River.

The land use survey conducted in 1957 indicated the planning area contained 63 dwelling units and had a population of about 220 persons.

The agricultural pattern shown in the existing land use map indicates the more level parts of the planning area, most of which is river bottom land and is subject to minor flooding. The planning area becomes hilly north of McKenzie View Drive and east of the Wendling branch of the Southern Pacific Railroad.

Some residential development is scattered along McKenzie View Drive and Mohawk Road.^a There are no land use regulations in effect in the planning area.

The land use and development plan shows that all of the planning area is designated as rural except that area containing a lumber mill and the microwave station. The new route of Mohawk Road is the only major traffic route in the plan.

The north-south township line between sections 13 and 18 is the division between school districts. All of the area east of the line is in District No. 19. The area west of the line is in District No. 4, except for sections 2 and 3 which are a part of Coburg School District No. 43. There are no schools or parks in the planning area.

^a The existing land use map and the future development and generalized land use plan for this planning area are shown in the section dealing with the Spencer Butte - Goshen planning area, beginning on page 177.

CEDAR FLAT PLANNING AREA

The Cedar Flat planning area marks the eastern limits of the Eugene-Springfield Metropolitan Region. It is bounded on the north by the McKenzie River and on the west by the Douglas-Thurston planning area.

The planning area contained 57 dwelling units and had a population of about 200 persons when the land use survey was made in 1957.

Commercial uses along the highway include service stations, a small general store, a boat shop, and some real estate offices.

It is assumed that this area will remain rural in character for some time, and the planning area^a has been designated as such in the generalized land use and development plan.^a There are no land use regulations in this planning area.

The commercial area shown in the plan includes existing commercial development. No new areas are proposed.

The Cedar Flat area is in Springfield School District No. 19. There are no schools or parks within the planning area.

^a The existing land use map and the future development and generalized land use plan for this planning area are shown in the section dealing with the Spencer Butte - Goshen planning area, beginning on page 177.

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