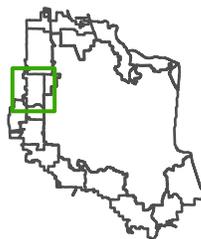


- Committed Lands
- Protected Lands
- Potentially Suitable
- Not suitable



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

0.2 Miles

Map created November 2019 by City of Eugene Planning Division.

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## Summary

### Draft Suitability Analysis Airport South Subarea

#### Area Potentially Suitable for Urban Reserves Designation

	Airport South northeast corner (see map)	Positive	Mixed	Negative
1.	Efficient accommodation of identified land needs		✓	
2.	Orderly and economic provision of public facilities and services	✓		
3. (a)	Environmental Consequences	✓		
(b)	Energy Consequences		✓	
(c)	Economic Consequences	✓		
(d)	Social Consequences		✓	
4.	Compatibility with nearby ag and forest activities	✓		

Total developable land potentially suitable for Urban Reserves designation = **18 acres**

Total potential residential capacity = **197 dwelling units**

Average residential capacity= **8.29 dwelling units per acre**

#### Not Moving Forward for Urban Reserves Designation

	Airport South rest of subarea (see map)	Positive	Mixed	Negative
1.	Efficient accommodation of identified land needs:			✓
2.	Orderly and economic provision of public facilities and services:			✓
3. (a)	Environmental Consequences:			✓
(b)	Energy Consequences:		✓	
(c)	Economic Consequences:			✓
(d)	Social Consequences:			✓
4.	Compatibility with nearby ag and forest activities	✓		

Total developable land not moving forward =**242 acres**

#### Subarea summary data:

Developable land within .25 miles of the UGB = **32 acres**

Tax lots with a predominant slope classification of 0-5 percent = **100 percent**

Tax lots with a predominant slope classification of > 5 percent = **0 percent**

Average residential capacity= **8.38 dwelling units per buildable acre**

# Airport South Subarea Draft Suitability Analysis

Note: Since only 18 acres adjacent to the Clear Lake subarea is being moved forward for further consideration and the majority of the subarea is protected land, we will combine Airport South and Clear Lake to streamline analysis ... but that hasn't happened yet!

## Background

**Location:** This subarea is located south of the airport and Clear Lake Road. Only a portion of this subarea is contiguous to the western edge of the UGB, as the Clear Lake Subarea is directly east between Green Hill Road and the UGB. The southern boundary of the subarea is Amazon Diversion Channel. This subarea is primarily used for agriculture. The Amazon channel floodplain covers most of this subarea. There are also 66 acres of Committed land, which is mostly a Bonneville Power Administration easement. Of the 1,384 acres of land in this subarea, *only 260 are considered developable*.

**Existing Land Uses:** The subarea is flat and primarily designated for agriculture with a few small areas of commercial and parks: 1,345 acres of developable land are Priority 3 Agricultural Areas and 15 acres are Priority 1 Exception Areas. There are no priority 1 lands within the Airport South subarea. The only land with development potential is Priority 3 Agricultural lands.

**Constraints:** The majority (eighty percent) of the subarea is categorized as Protected and Committed land with over seventy-five percent protected lands. The protected land is all floodplain which is considered a flood hazard area and assigned no development capacity. The mapped floodplain surrounds the Amazon Diversion Channel at the southern portion of the subarea as well as Amazon Creek flowing north-south across the subarea. The flood plain is not adjacent to the Willamette River.

**Surrounding Land Uses:** At the south-east edge of the subarea, immediately adjacent to the UGB, is a residential neighborhood (south of Barger along Greenhill Road). To the north of the subarea is the Airport. The runway alignment bifurcates the Airport South subarea and inbound planes fly over the Airport South subarea. Green Hill Road is the eastern boundary of the subarea and connects to Clear Lake Road to the north. The surrounding area to the west of Airport South is used for agriculture. The Amazon Diversion Channel is the southern boundary of the subarea with agricultural and rural residential uses south of that.

**Other:** The area east of Green Hill Road is included in the Active Bethel Citizens neighborhood association.

## Identify developable land that would be “suitable” for urban reserves

OAR 660-021-0030(2) states that “[i]nclusion of land within an urban reserve shall be based upon the [four] locational factors of Goal 14 (numbered below) and a demonstration that there are no reasonable alternatives that will require less, or have less effect upon, resource land.”

Following is an evaluation of the developable land in the Airport South subarea, organized by locational factor:

### 1. Efficient accommodation of identified land needs

**Proximity to the UGB:** The Airport South subarea includes only 32 developable acres adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map.

**Developable land capacity:** Overall, there are 136 partially vacant developable acres, and 124 undeveloped developable acres. The average capacity of the Airport South subarea is 8.38 dwelling units per acre; the third highest out of the subareas.

**Residential need:** The land in the subarea identified in the residential capacity analysis as potentially suitable for urbanization has capacity for 2,179 dwelling units.

**Industrial need:** There are two tax lots identified in the capacity analysis as potentially suitable for urbanization with industrial land need, as shown on the Potential Industrial Capacity map. One of those lots has only a portion identified as having industrial capacity due to the rest being identified as protected. The protected designation of floodplains creates an isolated developable area, therefore the parcel would not be most appropriate for industrial development. The other parcel is at the northeast corner of the subarea and is located 2 miles from a freight route. The parcel has a portion of its west boundary line identified as protected lands. The northeast lot has 18.46 acres of industrial development capacity.

**Topography, steep slopes, or other constraints to efficient urbanization:** The Airport South subarea is flat, with no predominant slope classification greater than 5 percent, as shown on the Contours and Hillshade map. The amount of Protected or Committed land would make efficient urbanization difficult on all but three parcels in the NE corner of the subarea.

*Overall, the Airport South subarea could not efficiently accommodate all identified land needs. The subarea has low possibility of residential development due to proximity to the airport as well as isolation from existing urbanization. However, the subarea has industrial capacity and the small area in the NE corner contains some development potential.*

<b>Efficient accommodation of identified land needs:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner		✓	
Airport South – rest of subarea			✓

## 2. Orderly and economic provision of public facilities and services

**Serviceability analysis summary from the Preliminary Analysis of Orderly and Economic Provision of Public Facilities and Services:** As shown in the summary table below, the Airport South subareas' relative serviceability ranged from easy to moderate.

Transit is considered moderate to serve. There is easy to access given topography.

Water is considered easy to serve. EWEB service is already available adjacent to this subarea. Distribution and transmission systems would have to be extended to provide service.

Wastewater is considered moderate to serve. Only a minimal amount of downstream pipe is undersized to serve the subarea. However, development of this subarea will likely require the construction of a pump station, which increases the cost of extending services.

Fire is considered moderate to serve. A new fire station would likely have to be built to serve the subarea.

Transportation is considered easy to serve. There are no significant transportation concerns within the subarea.

The generalized cost estimates for providing services to this subarea when urbanized ranged from \$ for water and transportation to moderate for wastewater and stormwater.

### **Serviceability within the UGB:**

*Overall, public facilities and services could be provided in an orderly and economic manner in the Airport South subarea due to flat terrain and access to transportation facilities. However, it would not make sense to serve the small developable areas on the western edge of the study area, due to the significant presence of flood hazard areas.*

Airport South Subarea	Wastewater	Water	Fire	Transportation	Transit	Stormwater
<b>Relative serviceability</b>	Moderate	Easy	Moderate	Easy	Moderate	Easy-Moderate
<b>Generalized cost estimate</b>	\$\$\$	\$	\$\$-\$\$\$	\$	\$\$\$	\$\$

<b>Orderly and economic provision of public facilities and services:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner	✓		
Airport South -- rest of subarea			✓

### 3. Comparative environmental, energy, economic and social consequences

#### A. *Environmental:*

**Public open space:** No publicly-accessible open space is present in the subarea, however Bethel Community Park is located nearby.

**Impacts to natural resources:** Urbanization could negatively impact wetlands identified on the National Wetland Inventory that are present in this subarea. Most of the wetlands appear to be co-located with or adjacent to FEMA-mapped flood hazard areas. Both wetlands and flood hazard areas are categorized as Protected, so urbanization is not assumed on either. However, adjacent development could negatively impact these areas and make efficient urbanization more challenging.

**Risk of natural hazards:** No other natural resources or hazard areas are present in this subarea.

*Overall, there would be low negative environmental consequences for developable land adjacent in the northeast corner of the subarea. The majority of the subarea is designated as floodplain and is not assigned development capacity. The developable land would not impact wildlife habitat, wetlands or publicly-accessible open space.*

<b>Environmental Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner	✓		
Airport South – rest of subarea			✓

#### B. *Energy:*

**Potential for complete neighborhoods:** This subarea is not well-situated to co-locate a variety of housing (LDR, MDR, HDR) and jobs in order provide a 20-minute neighborhood, given that eighty percent of the subarea is classified as protected and therefore cannot be developed.

**Proximity to the UGB:** Only 32 acres of developable land are included adjacent to or nearby (within .25 mile) the UGB. Most of the developable land in the subarea is not adjacent to or nearby the UGB.

**Multi-modal transportation access:** Due to distance from the UGB and development, there is not easy multi-modal access to the subarea. The subarea is very flat which accommodated multi-modal transportation, however the subarea lacks road connections and is distant from transit. There is access to Eugene’s main job center, downtown, via Royal Avenue.

**Proximity to services:** The subarea is close to Meadow View School and Bethel Community Park. The subarea has good access to parks and schools.

**Generation of energy burdens:** Future urbanization of the Airport South subarea will directly and indirectly generate energy and climate burdens due primarily to the loss of growing lands, increased traffic, and increased carbon emissions.

*Overall, urbanization of this subarea would have the same or greater negative energy impacts than other subareas due to isolation from urbanization, a lack of road connections, and distance from transit.*

<b>Energy Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner		✓	
Airport South – rest of subarea		✓	

**C. Economic:**

**Future economic activity:** The Airport South subarea contains 1,387 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 2,179 residential dwelling units. Additionally, there is land at the northeast corner of the subarea with 18.46 acres of industrial capacity. Therefore, there is the potential for future job creation adjacent to the airport.

**Loss of existing economic activity:** It is possible that the primary economic impact to existing agriculture will be the loss of potentially farmable land within this subarea. However, the developable land is located adjacent to the airport and undeveloped land within the UGB. Overall, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses.

**Potential for complete neighborhoods:** This subarea is not well-situated to co-locate a variety of housing (LDR, MDR, HDR) and jobs in order provide a 20-minute neighborhood, given that eighty percent of the subarea is designated as protected and therefore cannot be developed. However, as discussed above, this subarea is most suitable for urbanization for industrial uses, which would bring a high level of economic activity to the subarea and nearby areas.

**Cost of service provision:** The Airport North subarea ranks as moderately efficient for service provision, increasing the likelihood of this subarea urbanizing.

*Given the relative serviceability of the Airport North subarea and its suitability for future industrial uses, urbanization of this subarea would likely bring positive economic activity, comparatively.*

<b>Economic Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner	✓		
Airport South – rest of subarea			✓

**D. Social:**

**Impacts to current residents:** As the subarea urbanizes, increased traffic could negatively impact current residents. However, improvements to the roadway system and additional neighborhood-serving commercial uses could also benefit existing nearby residents. There are a few current residents that could also lose access to some agricultural land if this subarea urbanizes.

**Compatibility with existing surrounding uses:** Future urbanization appears to be compatible with existing surrounding uses. The surrounding land is predominantly used for agriculture or the airport to the north of this subarea. Potential industrial uses would also be compatible with the existing surrounding uses.

**Service delivery:** As noted in the serviceability analysis, the subarea is currently served by Lane Fire Authority. According to Eugene-Springfield Fire Department staff, given the current locations of the city fire stations and existing street network, there may be response time/service delay concerns for

emergency coverage. However, a detailed analysis may prove that the subarea could be served within existing capacity.

EWEB service is already available adjacent to this subarea. Distribution and transmission systems would have to be extended to provide service. It is assumed that neighborhood parks would be developed as neighborhoods urbanize to meet the City’s service standards.

**Impacts from hazards:** As already noted, urbanization of the subarea could exacerbate the impacts of flooding due to the presence of flood hazard areas. However, for the purposes of this study these flood hazard areas are categorized as Protected, with no development capacity forecast on them, and risks would not be unduly burdening vulnerable populations. This subarea has flat topography and no mapped high landslide risk, as shown on the Contours and Hillshade map, so urbanization would not exacerbate the risk of landslides to vulnerable populations.

**Impacts to vulnerable populations:** There could be negative impacts to vulnerable and underserved groups due to the likelihood of industrial uses if this subarea does urbanize. While this subarea is highly compatible for industrial uses, as noted in section c above, this type of use would continue the industrial pattern in the area near the airport, rather than spreading this type of use to other areas around the UGB. If this subarea were to urbanize for residential uses, vulnerable and underserved groups could likely be disproportionately impacted by the risks associated with the airport.

Due to the relative isolation from the UGB and the amount of protected land, most of the subarea is not suited for urbanization. However, given the potential industrial capacity, adjacency to the Clear Lake subarea and the airport, the northeast corner of the subarea is best suited for industrial development nearby the existing residential development. However, if industrial development occurred, jobs would be created, therefore creating the potential for current residents to access job opportunities.

**Complete neighborhoods:** This subarea is not well-situated to co-locate a variety of housing (LDR, MDR, HDR) and jobs in order provide a 20-minute neighborhood, given that eighty percent of the subarea is classified as protected and therefore cannot be developed. However, as discussed above, this subarea is most suitable for urbanization for industrial uses, which would bring a high level of economic activity to the subarea and nearby areas.

*Overall, the Airport South subarea would have moderate social benefits. Proximity to the airport and industrial uses may negatively affect potential future residents of the subarea. However, there is also potential for the creation of jobs which is a positive social impact.*

<b>Social Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner		✓	
Airport South – rest of subarea			✓

**4. Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB**

**Impacts to nearby agricultural and forest activities:** Increased congestion on roadways from urbanization may impact nearby agricultural activities.

. If the subarea were to urbanize, related “edge” uses could potentially increase and serve to benefit nearby agricultural activities.

*Overall, it does not appear that urbanization would be incompatible with surrounding agricultural activities outside the UGB.*

<b>Compatibility with nearby ag and forest activities</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Airport South – NE corner	✓		
Airport South – rest of subarea	✓		

**Conclusion:**

Besides Protected and Committed land and fully developed taxlots, there are **242 developable acres** in the Airport South subarea that, on balance, would be unsuitable for urban reserves, as shown on the marked-up map and described above. These are mostly along the western edge of the subarea, or partial taxlots surrounded by areas designated as flood zone. The exception is the northeast corner property that is identified for industrial capacity, which would be suitable to include if the Clear Lake subarea is included in urban reserves.

Total developable land potentially suitable for urban reserves designation: **18 acres.**

Total residential capacity: **197 Dwelling Units**

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Other Lands	26	0	0
Priority 1: Exception Areas	15	0	0
Priority 3: Agricultural Lands	1,345	260	2,179
<b>Grand Total</b>	<b>1,387</b>	<b>260</b>	<b>2,179</b>

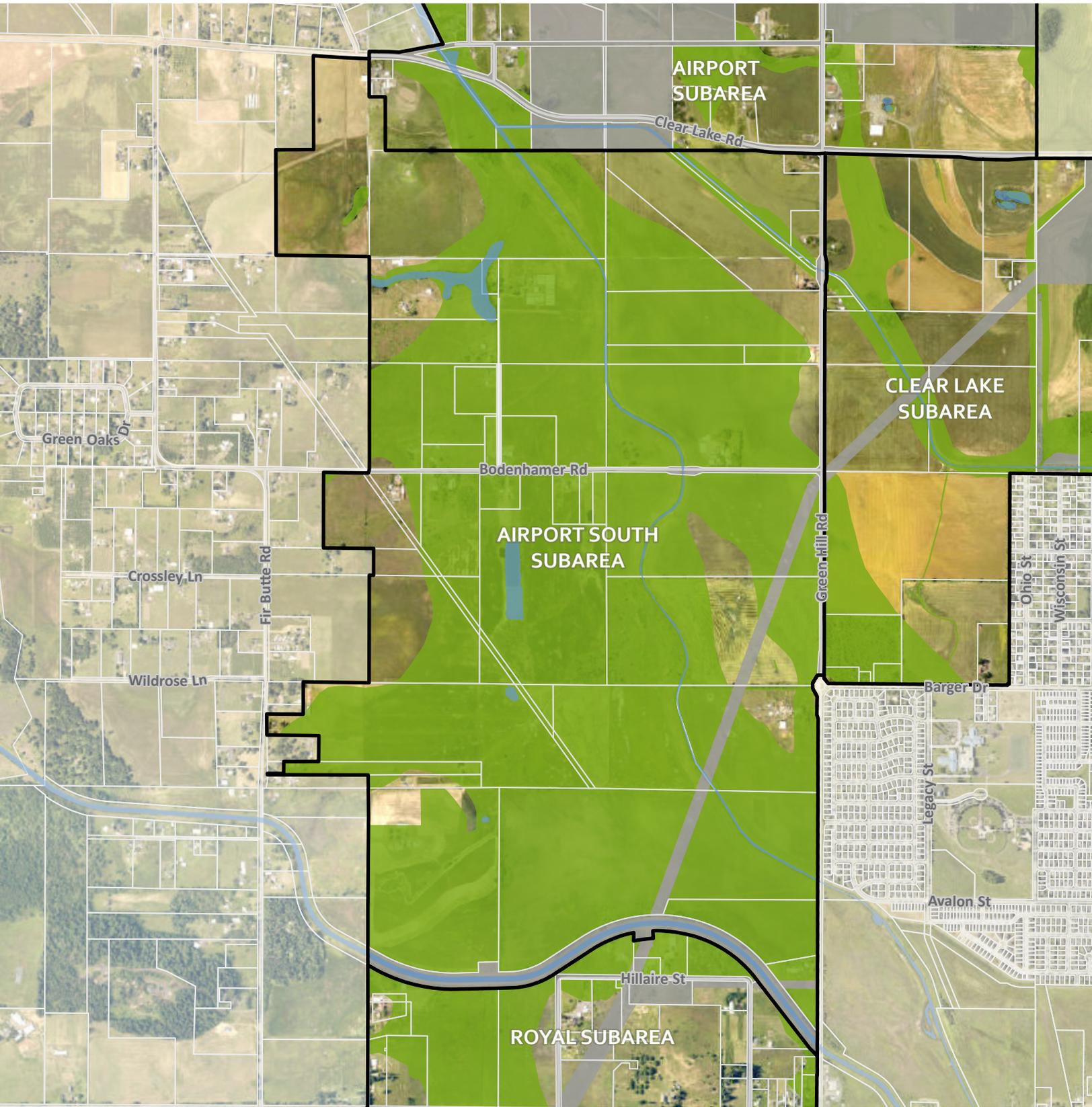
Buildable v Not Buildable Land	Acres	Percent of total
Buildable	260	19%
Committed/Protected	1,094	79%
Existing Development*	33	2%
<b>Total</b>	<b>1,387</b>	<b>100%</b>

Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)	Industrial Capacity (Acres)
Partially Vacant	136	1138	5
Undeveloped	124	1042	27
<b>Developable Total</b>	<b>260</b>	<b>2,179</b>	<b>32</b>

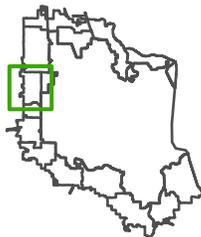
Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	1387	100.0%	260	2,179
<b>Grand Total</b>	<b>1387</b>	<b>100%</b>	<b>260</b>	<b>2,179</b>

<b>Average Residential Capacity (Dwelling Units/Acre)</b>	<b>8.38</b>
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\*Land may fit under more than one classification. 'Existing Development' does not include development on Protected or Committed land.



- Study boundary draft subareas
- Taxlots
- Committed Lands
- Protected Lands



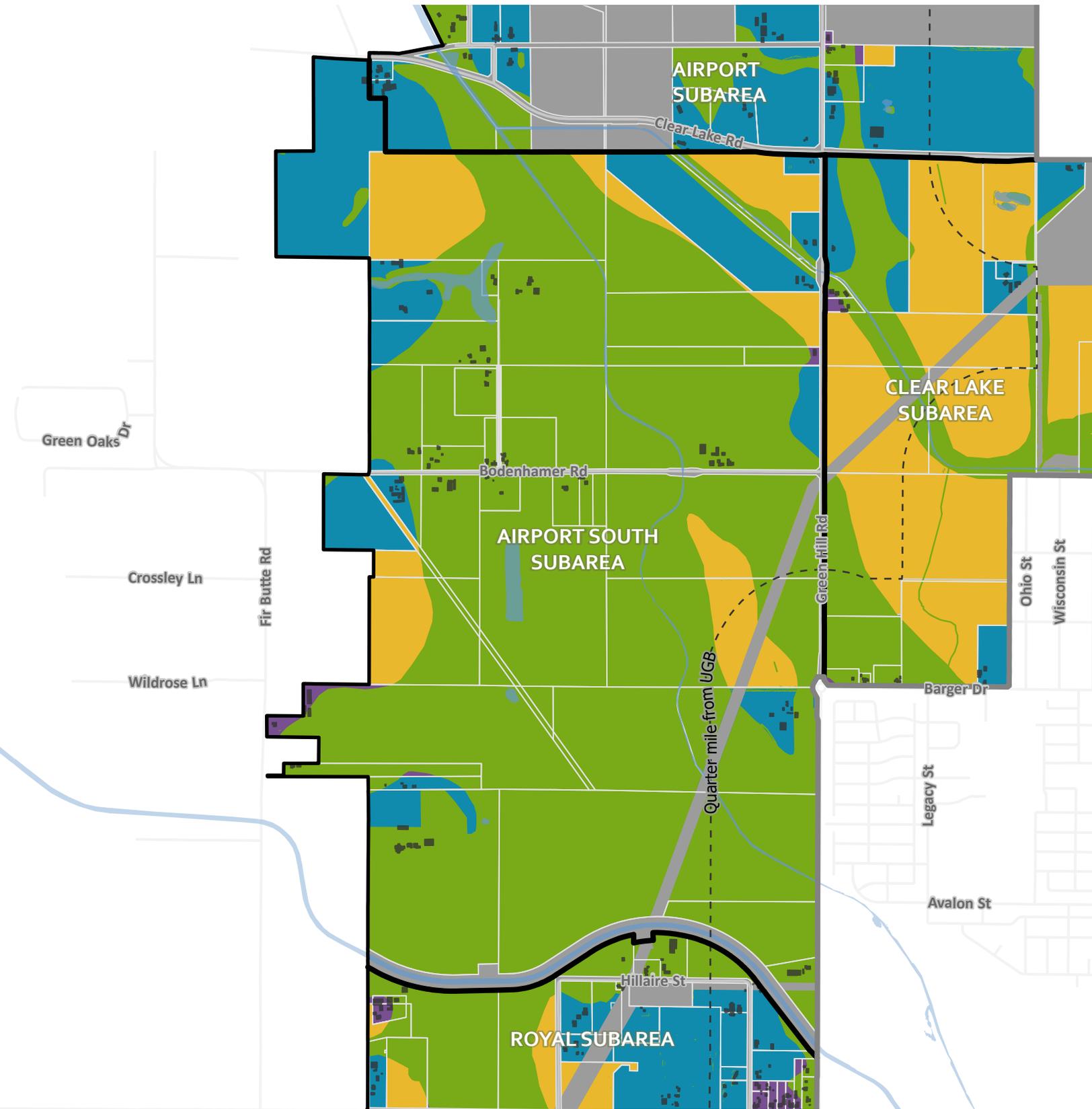
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0.2 Miles

Map created July 2019 by City of Eugene Planning Division.

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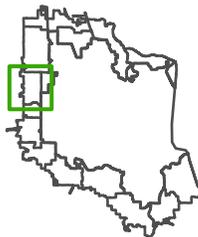




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

### Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



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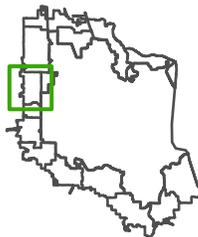




- Buildings
- Committed Lands
- Protected Lands

### Priority Land Classification

- Priority 1: Exception Areas
- Priority 2: Marginal Lands
- Priority 3: Forest Lands
- Priority 3: Agricultural Lands
- Other Lands



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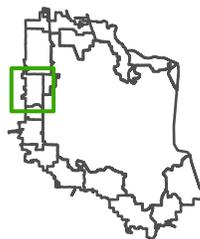




Committed Lands  
Protected Lands

Residential Capacity (dwelling units)

- < 5
- 5 - 24.9
- 25 - 49.9
- 50 - 99.9
- 100 - 199.9
- 200 - 499.9
- 500 - 1013



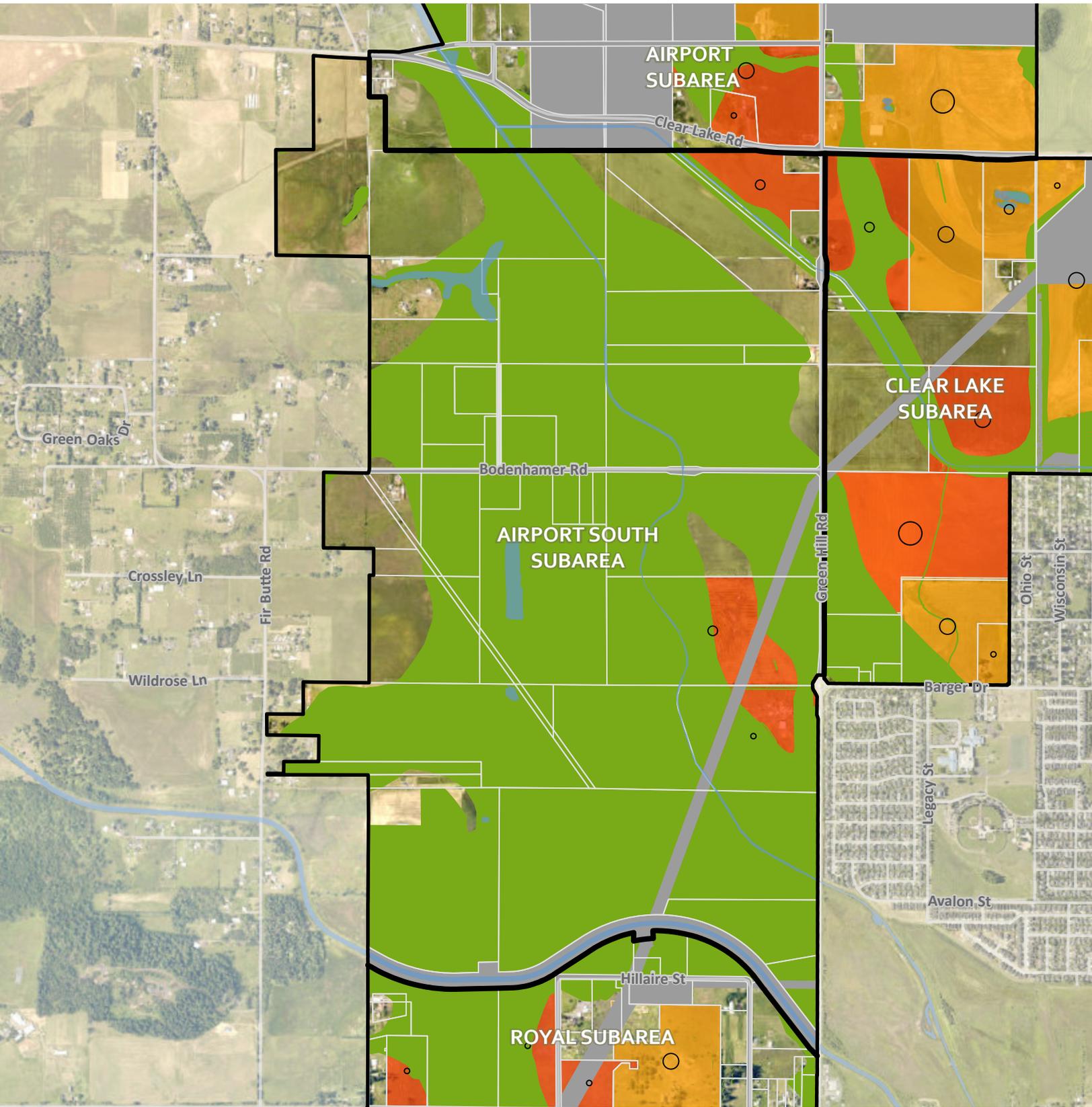
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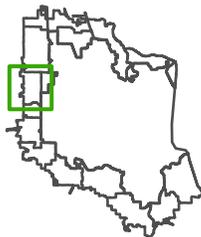
0.2 Miles





- Committed Lands
- Protected Lands
- Freight Route Access Points
- Taxlots meeting industrial criteria
- Driving distance to a freight route
- 1 mile
- 1.5 miles
- 2 miles

- Taxlots meeting industrial criteria
- Buildable acres per taxlot
- 5 - 9 ac
- 10 - 19 ac
- 20 - 49 ac
- 50 - 74 ac
- 75+ ac



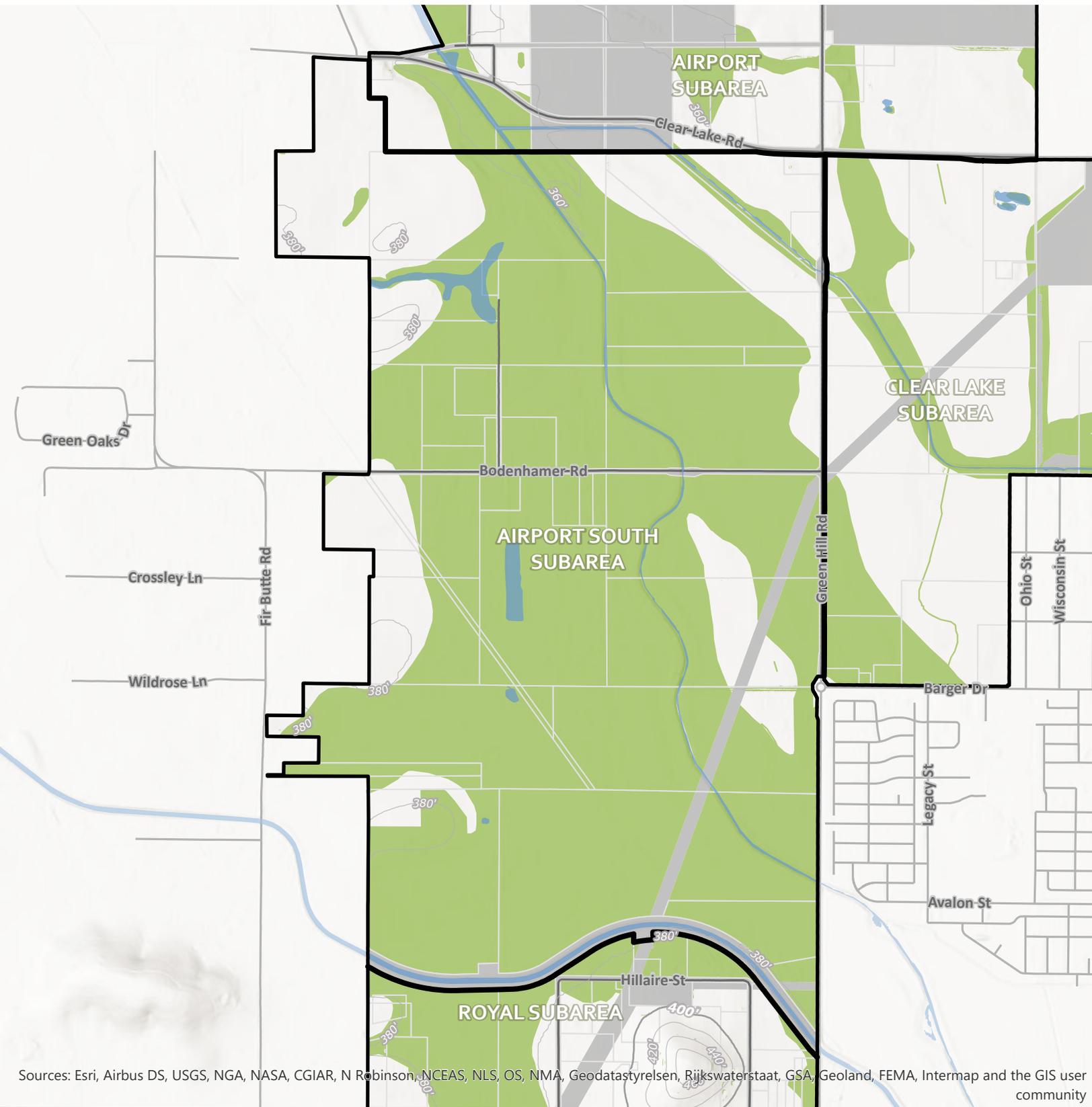
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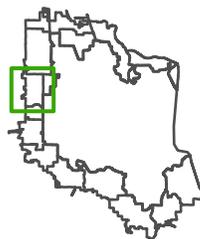
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Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

-  Committed Lands
-  Protected Lands



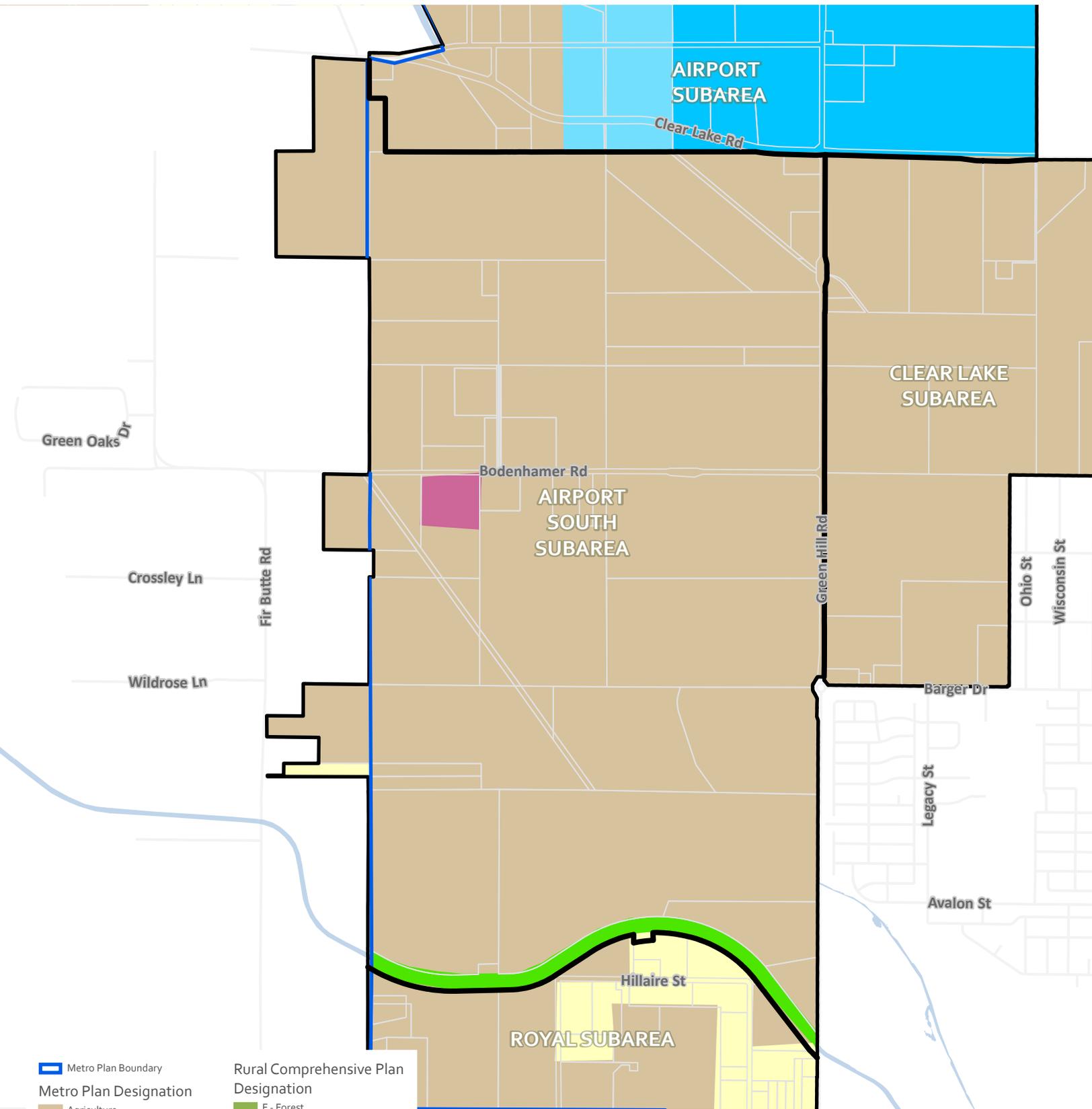
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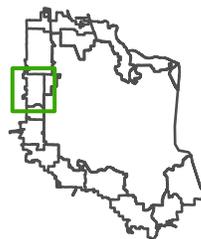


**Metro Plan Boundary**  
**Metro Plan Designation**

- Agriculture
- Airport Reserve
- Forest Land
- Government & Education
- Natural Resource
- Parks and Open Space
- Rural Residential
- Sand and Gravel
- Rural Commercial
- Rural Industrial

**Rural Comprehensive Plan Designation**

- F - Forest
- A - Agricultural
- ML - Marginal
- C - Commercial
- I - Industrial
- R - Residential
- NRES - Non Resource
- P - Parks
- AIR - Airport
- NR:M - Natural Resource : Mineral
- PF - Public Facility



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