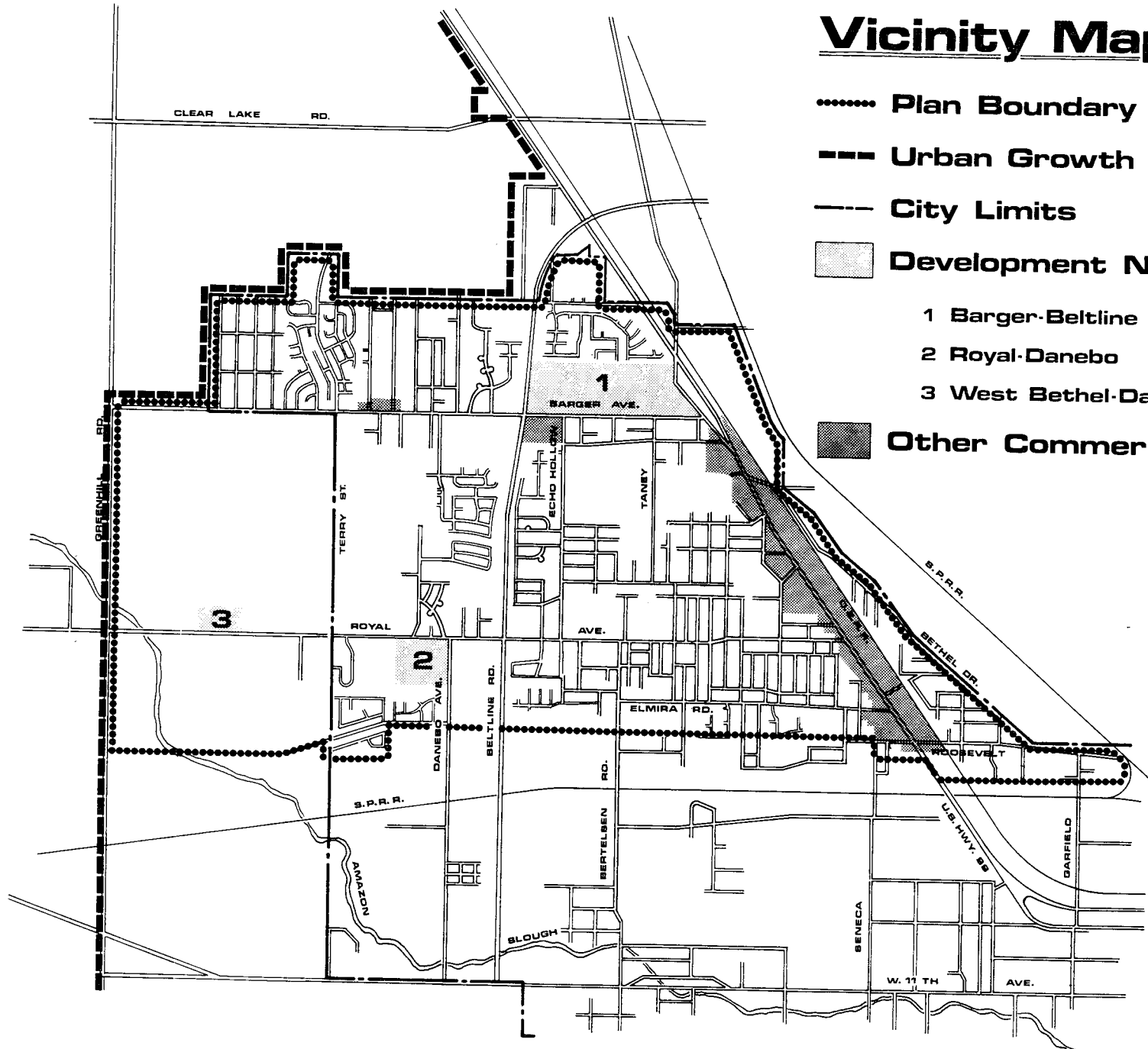


# Vicinity Map

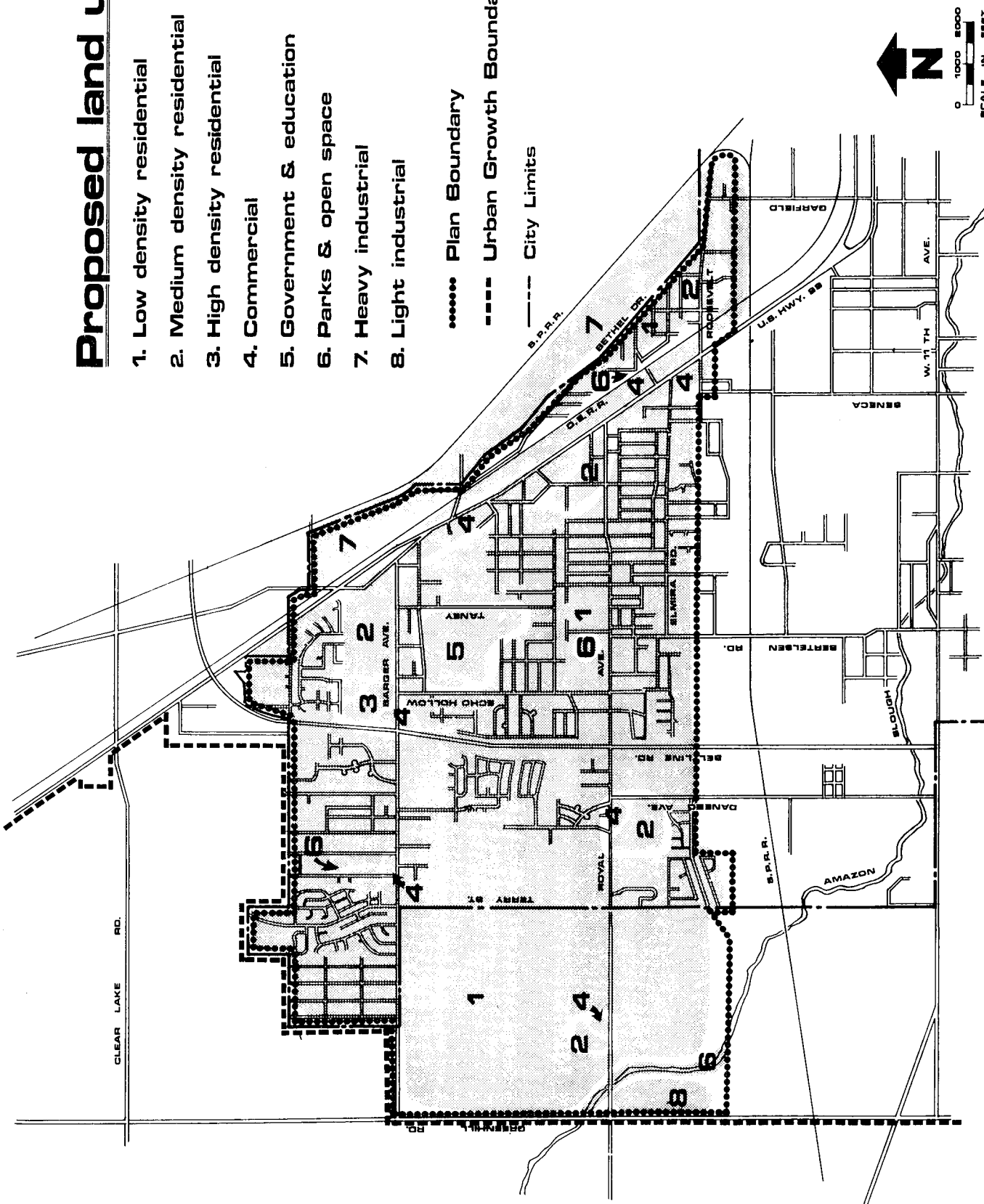
- ..... Plan Boundary
- Urban Growth Boundary
- City Limits
- Development Nodes
  - 1 Barger-Beltline
  - 2 Royal-Danebo
  - 3 West Bethel-Danebo
- Other Commercial



## Bethel Danebo Area Refinement Plan

## Proposed land use

1. Low density residential
  2. Medium density residential
  3. High density residential
  4. Commercial
  5. Government & education
  6. Parks & open space
  7. Heavy industrial
  8. Light industrial
- ..... Plan Boundary  
 - - - - Urban Growth Boundary  
 --- City Limits



## Bethel Danebo Area Refinement Plan

### B. Barger-Beltline Development Node

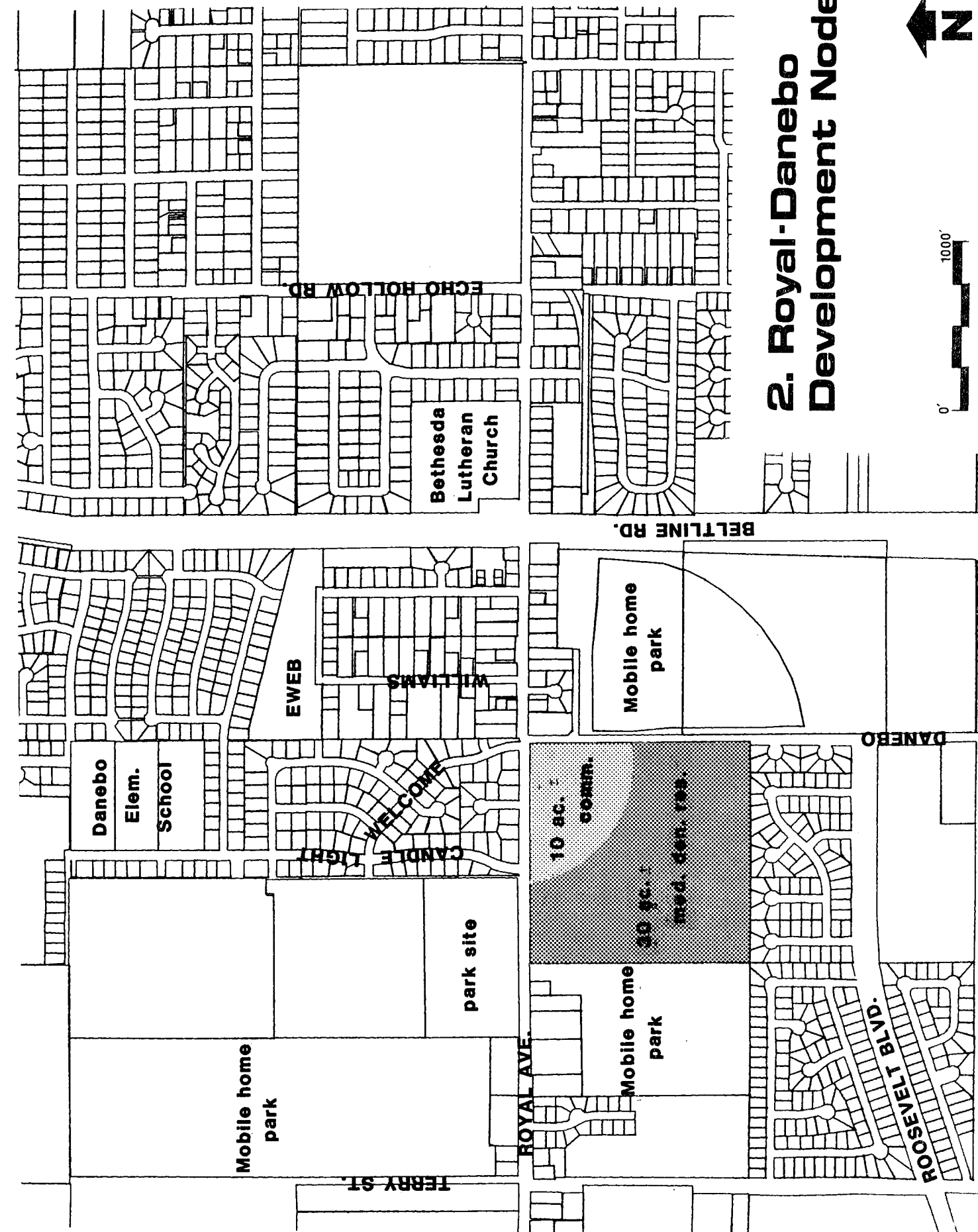
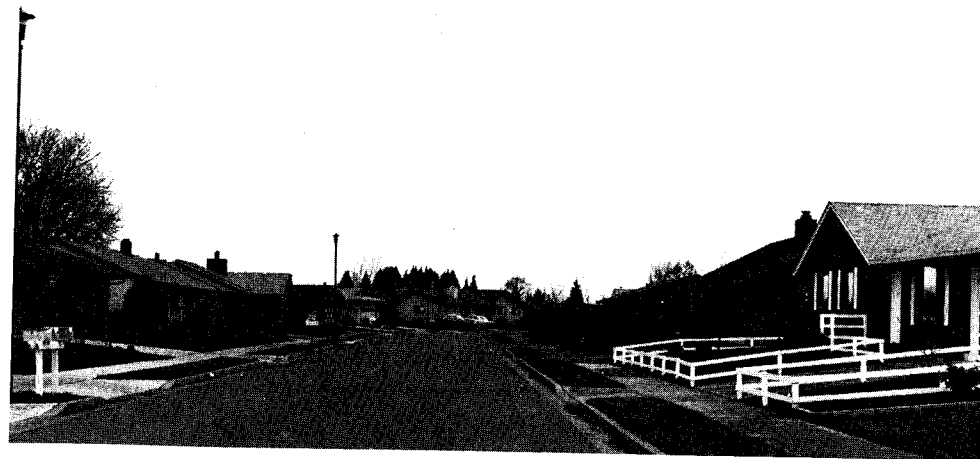
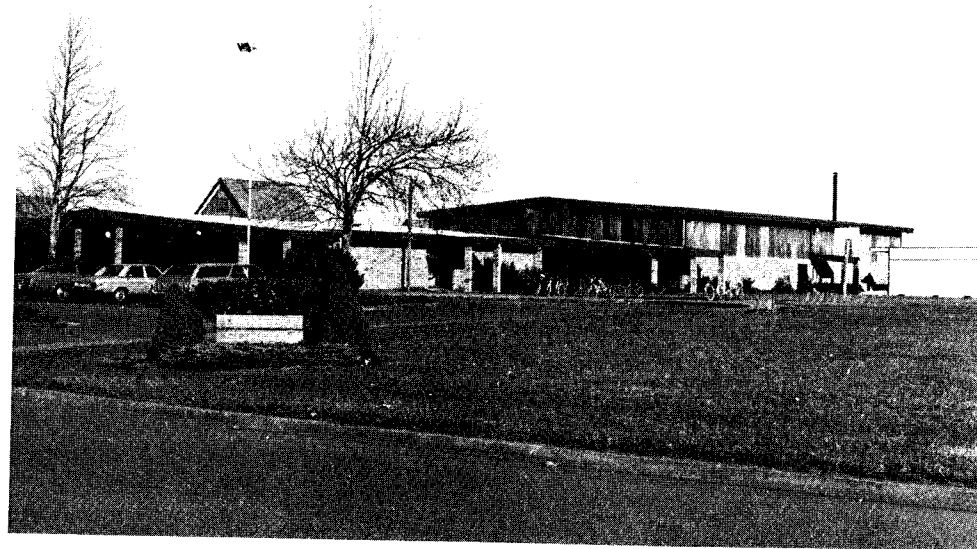
The Barger-Beltline development node involves approximately 92 acres of land, which includes 5 acres of commercial, 16 acres of high-density residential, and 71 acres of medium-density residential (see map on page 10). High-density residential development exceeds a density of 20 units per acre, as opposed to medium-density residential, which has a density of between 10 and 20 units per acre. It was recognized that, based on future population needs, medium- and high-density allocations shown on the diagram may not be needed in the near future; however, specific sites should be protected to meet future long-range needs.

In its review of this development node, the plan provides for 5 acres of commercial property north of Barger Avenue and adjacent to 9 acres of existing commercial zoning and development now located on the south side of Barger Avenue at its intersection with Beltline Road. The logic for this location is based on inventories of existing commercial development in the area. Community Commercial zoning and development is located in the strip commercial area along Highway 99 North, extending from Roosevelt Boulevard continuously north to within a few hundred feet south of Barger Avenue. Much of this commercial land has been developed to a high intensity; however, located sporadically in this area are vacant or underused parcels. The proximity of the commercial development along Highway 99 North, beginning south of Barger Avenue, is approximately three-quarters of a mile east from the existing commercial development located at the intersection of Barger Avenue and Beltline Road. Policies set forth by the Metropolitan Area General Plan are intended to discourage strip commercial patterns.

Proposed and existing high-density residential area in the northwest portion of Eugene (Bethel-Danebo area) is limited to the proposed 16 acres of high-density residential use allocated for the Barger-Beltline development node. The balance of this node, or approximately 71 acres, would be set aside for medium-density residential development.

Medium-density housing in the Bethel-Danebo area is limited to development in and around the Gilbert Shopping Center, which is located in the immediate vicinity of Fairfield Street and Highway 99 North. In recent years, a number of multi-family housing developments have taken place, such as Sorgenfri, Sorgenfri Nord, Landsby Place, and Solvang. These projects and other medium-density residential development existing in the Bethel-Danebo area are basically confined to the approximately 17 acres located in the immediate vicinity of Fairfield Street and Highway 99 North. Within the strip commercial area along Highway 99 North are a few older motels which have kitchen facilities, allowing weekly and monthly accommodations. The separation between the Barger-Beltline development node and the medium-density residential node located near Fairfield Street and Highway 99 North is approximately two miles. The Barger-Beltline development node, as proposed, would provide a good balance in commercial and medium-density residential uses with existing and proposed commercial areas and multiple-family housing throughout the Bethel-Danebo area. The map on page 4 notes the locations of the various commercial-residential nodes, existing or proposed, providing a visual distribution of these areas. Additional support for these land-use allocations is found in the Technical Summary of the Metro Plan.

4. An adequate transition in density and building height should be provided between the proposed medium-density residential development and the adjacent low-density residential development.
5. Through access should not be allowed in the development which will circumvent the intersection of Royal Avenue and Danebo Avenue.
6. In a sequential method with the development of the node, Royal Avenue and Danebo Avenue should be improved to provide standard sidewalks.

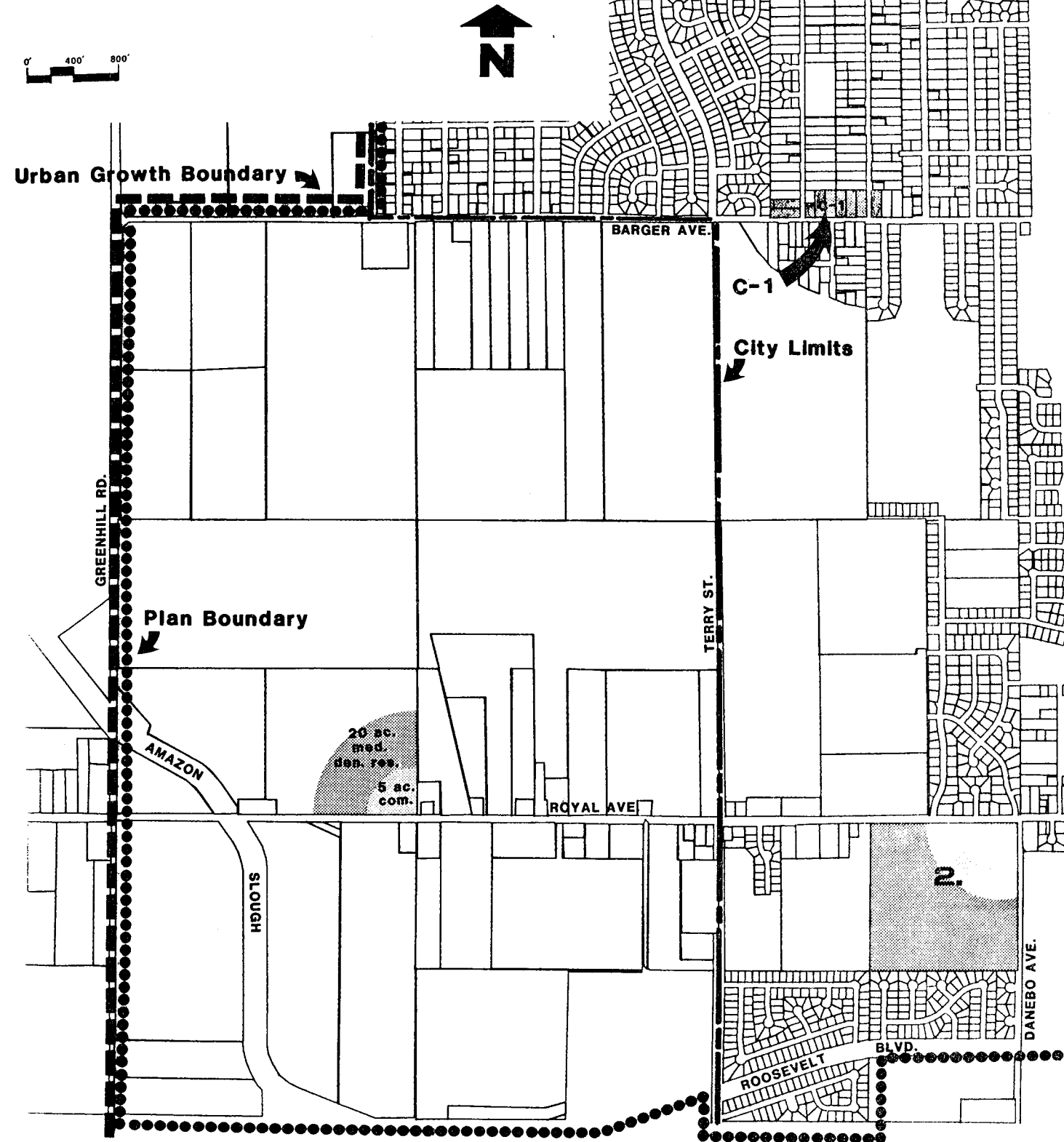


Proposals:

1. Site review procedures should be required for review of the commercial portion of the node and planned unit development procedures for review of the residential portion of the node.
2. Adequate automobile access should be required to serve the residential area bounded by Greenhill Road, Royal Avenue, Terry Street, and Barger Avenue without dividing or splitting the proposed development node, avoiding a through automobile traffic movement within a residential area.
3. Safe and adequate pedestrian and bicycle access should be provided either within the public right-of-way or as an independent easement or route.
4. The proposed commercial uses should consider existing and proposed uses within the commercial areas located at Royal Avenue and Danebo Avenue and at Barger Avenue between East Irwin Way and West Irwin Way.
5. Based on the intent of a neighborhood-oriented commercial district, proposed uses should be those suggested by the Metropolitan Area General Plan.
6. The development node and, in particular, the commercial portion should be oriented and have direct ingress and egress onto Royal Avenue, since no additional arterials are projected west of Beltline Road in the west Bethel-Danebo area.



### 3. W. Bethel-Danebo Development Node

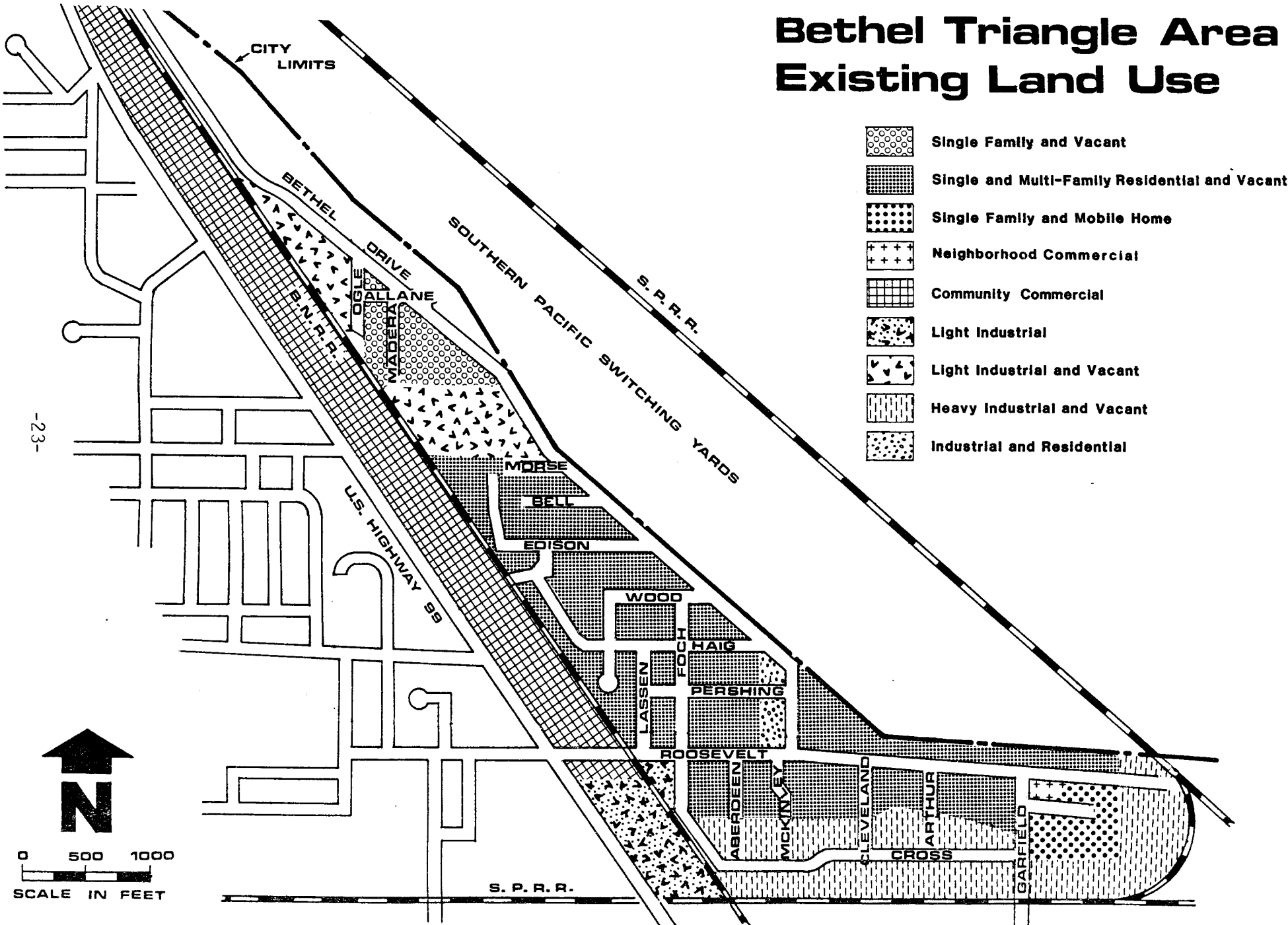


3. Consideration of improvements to Roosevelt Boulevard and the impact of its potential connection to the Chambers Connector should include discussions of its impact.

Proposals

1. In order to provide for zoning in conformance with the proposed land use patterns illustrated on the map (see page 23), and to conform policies suggested above, the following zone changes should be considered:
  - a. application of a site review suffix for development of parcels fronting along Roosevelt Boulevard, to buffer the adjacent residential development from the effects of arterial traffic;
  - b. rezoning of residentially zoned parcels along Foch Street, south of Roosevelt Boulevard, to light industrial, with application of a site review suffix for development along the residential/industrial edge to the east, to minimize impacts on the existing and proposed residential development along the west side of Aberdeen Street.
  - e. rezoning of industrially zoned land west of Lassen Street and north of Roosevelt Boulevard to residential use;
  - f. rezoning should be considered for parcels now zoned for medium-density residential use to low-density residential use, where parcels do not take access or have frontage on Roosevelt Boulevard and where the property owner requests the rezoning.
2. Acquisition and development of park land in the area should include consideration of property having direct access to Roosevelt Boulevard.
3. Proposals concerning the feasibility of additional residential development adjacent to the Burlington Northern railroad tracks should be reviewed if the currently low level of activity on those tracks increases.
4. Grants and low-interest loans should be sought for improvements to existing housing in order to stabilize those houses that are now deteriorating.
5. In light of the deterioration of existing development and residential quality in the immediate vicinity of Ogile, Madera, and Allane streets, considerations should be given to revitalization of the area. This may involve development of a mixed-use cottage industry district, allowing continued industrial and residential uses of existing structures and potential for joint residential/cottage industrial use of residences.
6. Consider rezoning of the existing Community Commercial (C-2) property along the west side of Bethel Drive, north of Roosevelt Boulevard to Neighborhood Commercial (C-1). Such a change would provide for those uses adequate to serve the neighborhood needs.

# Bethel Triangle Area Existing Land Use



# Bethel Triangle Area Proposed Land Use

