

# **LAND USE**

## II. LAND USE

### A. General Land Use

In and adjacent to the City of Eugene and, in particular, within the Bethel-Danebo area, the Eugene-Springfield Metropolitan Area General Plan delineates a number of commercial/residential development nodes. Three of these nodes are located within the study area for the Bethel-Danebo Refinement Plan (see map on page 4). Specifically, these nodes are described and located as follows:

1. a proposed land use node involving commercial and high- and medium-density residential uses along the north side of Barger Avenue between Highway 99 North and Beltline Road;
2. a proposed land use node involving commercial and medium-density residential uses located at the intersection of Beltline Road and Royal Avenue and;
3. the floating node allocating commercial and medium-density residential uses west of Beltline Road and within the proposed urban growth boundary for Eugene.

In general, these three issues, in conjunction with the expansion of the urban growth boundary from Terry Street west to Greenhill Road, differentiate the Metropolitan Area General Plan from the existing Bethel-Danebo Refinement Plan approved in 1975 and are the impetus for updating the Refinement Plan. In light of questions raised by residents of the Bethel Triangle Neighborhood, east of Highway 99 North, concerning the proximity of residential and industrial land uses at the northerly and southerly ends of that neighborhood, this study also incorporates specific recommendations for this area.

Nodal development is an important way of achieving transportation goals and applying compact urban growth concepts. Some of these nodes shown on the Metropolitan Area General Plan are termed "floating nodes," and require the refinement plan process to specifically show location and arrangement of land uses. Other land uses for development nodes have similarly been reviewed as to locations and land-use patterns (see map on page 6).

Beyond these specifics, general land use issues continue to be addressed through the following recommendations:

#### RECOMMENDATIONS: General Land Use

##### Policy

1. The following land use designations in the Eugene-Springfield Metropolitan Area General Plan shall be maintained:
  - a. low-density residential development in most of the plan area;
  - b. a commercial node on Highway 99 North and three commercial/residential development nodes in the plan area;
  - c. medium-density residential development around the Highway 99 North commercial node, and the three development nodes.

## GENERALIZED LAND USES IN THE STUDY AREA

The table below is generalized land use data within the boundaries of the Bethel-Danebo Refinement Plan Study Area, which contains approximately 5,570 acres. The plan area includes land inside the city limits (approximately 3,930 acres) and also an area outside the city limits but within the Urban Growth Boundary (UGB), which contains approximately 1,640 acres. Undeveloped land (agriculturally-used and vacant land) makes up the largest portion of the total area; approximately 37 percent. Land in this category, both inside the city and outside the city limits, is nearly equal, within approximately 100 acres. Low-density residential is the second largest land use with 24 percent of the total area. The land use designated as rights-of-way, which includes public roads/rights-of-way and transportation of commerce and utility rights-of-way, makes up approximately 19 percent of the total area.

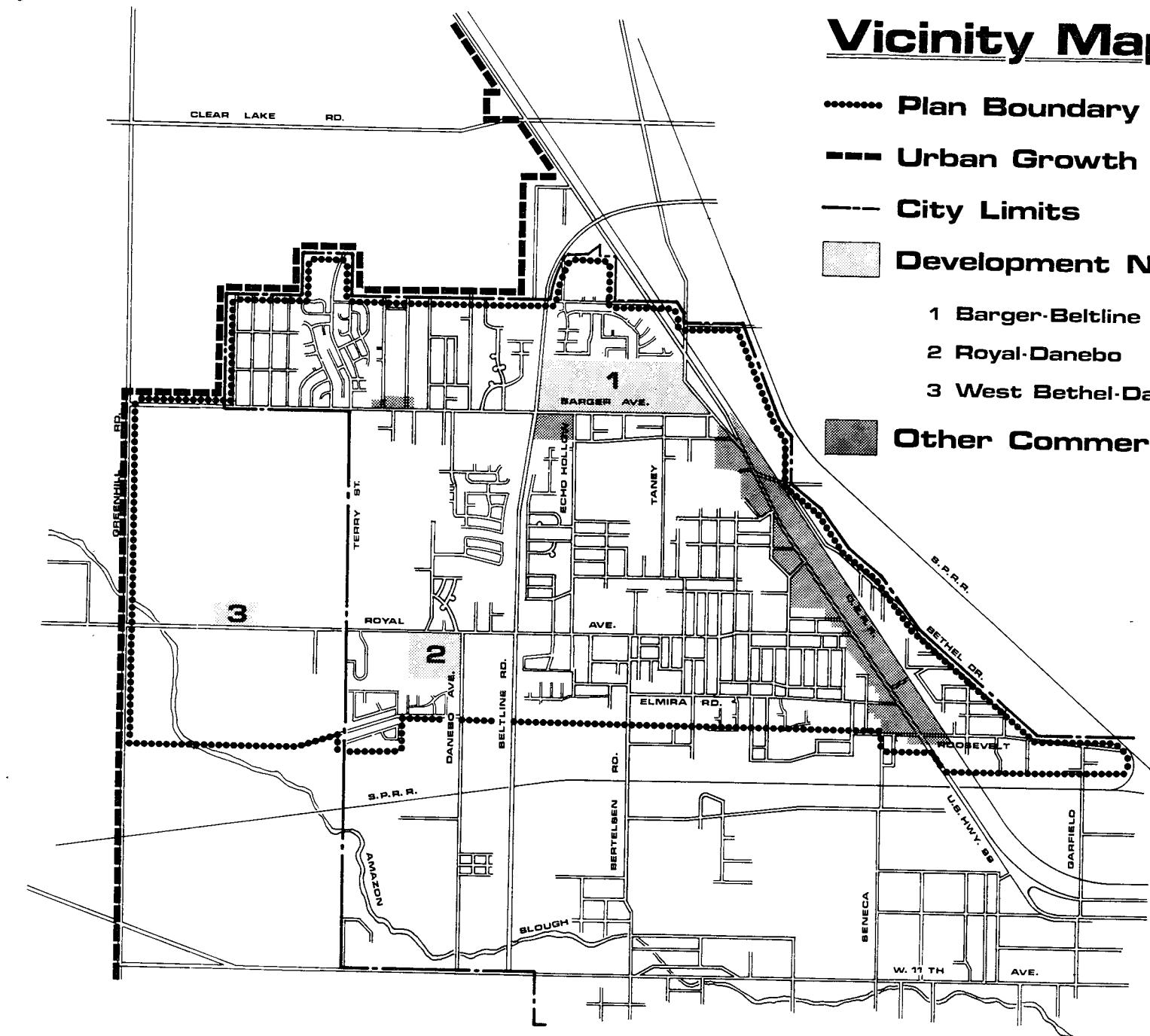
TABLE I:  
GENERALIZED LAND USE IN THE STUDY AREA

<u>Land use</u>	<u>Acres inside the city</u>	<u>Acres outside the city within the UGB</u>	<u>Total</u>
Undeveloped	988.7	1,097.5	2,086.2
Low-density Residential	1,226.8	93.3	1,320.1
Public Land <sup>1</sup>	274.4	2.0	276.4
Multiple-family	42.8	0.0	42.8
Industrial	331.0	61.0	392.0
Commercial	224.2	15.6	239.8
Open Space <sup>2</sup>	83.6	38.3	121.9
Rights-of-way	736.3	331.1	1,067.4
Parking	<u>19.8</u>	<u>0.0</u>	<u>19.8</u>
	3,927.6	1,638.8	5.567.4

<sup>1</sup>Education and Government land uses

<sup>2</sup>Parks and Recreation and water areas

# Vicinity Map



..... Plan Boundary

--- Urban Growth Boundary

— City Limits

■ Development Nodes

1 Barger-Beltline

2 Royal-Danebo

3 West Bethel-Danebo

■ Other Commercial

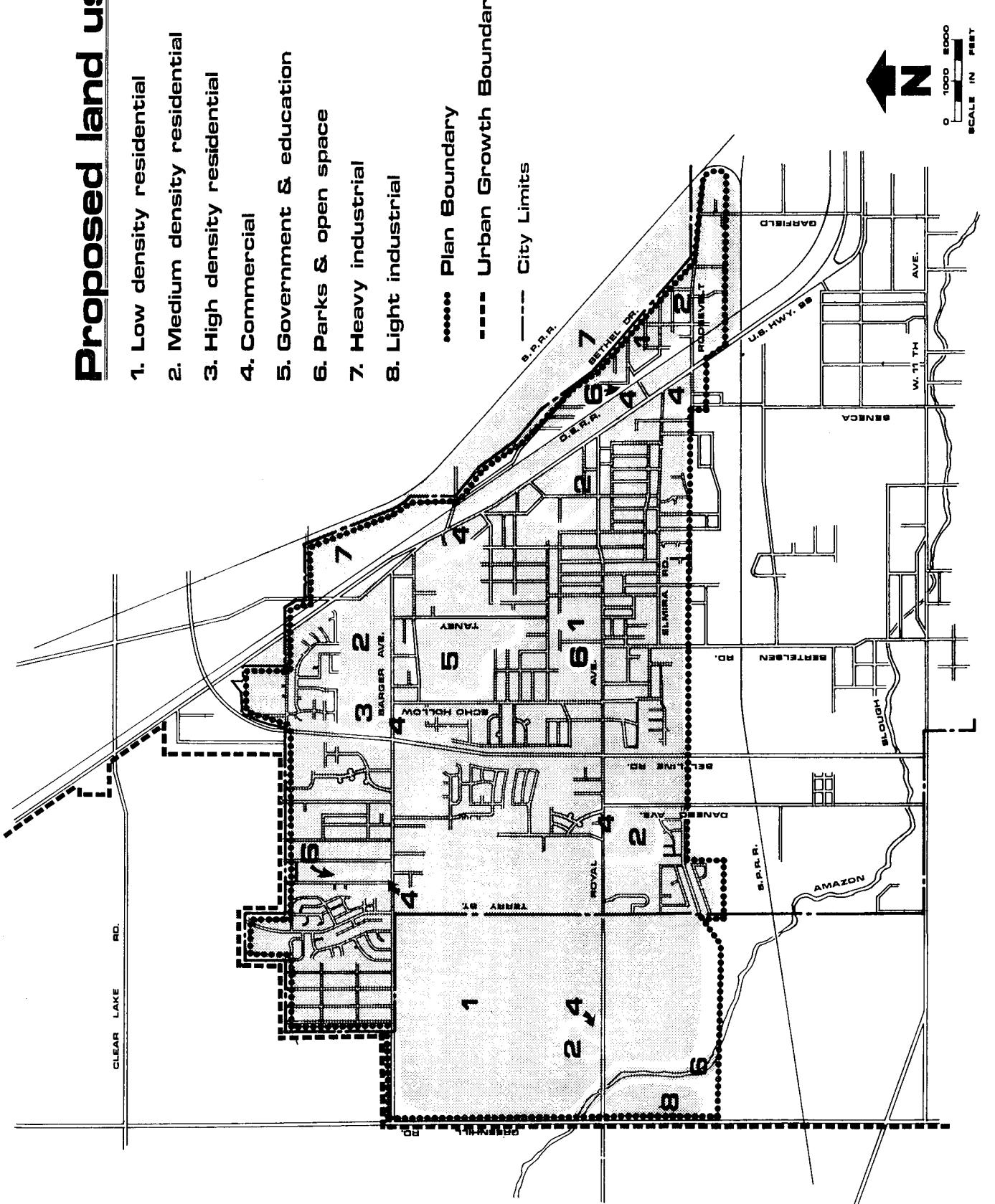


0 1000 2000  
SCALE IN FEET

## 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



## **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.

## 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.

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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.

In conjunction with the technical data, the Metropolitan Area General Plan provides specific criteria for the allocation and location of the various commercial and residential development nodes. These criteria relate to the prime factor of population being a resource for an equitable distribution and balance of commercial land and industrial sites. A complete range of urban services provided additional criteria for identification of this commercial-residential development node. For example, the Barger-Beltline development node has direct egress/ingress to Barger Avenue, which is an arterial extending between two major arterials--Highway 99 North and Beltline Road. The proposed node will not be bisected by any future arterials, causing negative impact within the study area. This particular study area is presently served with the complete range of urban services, since it is within the city limits of Eugene. Therefore, the development of this area is not dependent on the extension of urban services, or future capital improvements, such as arterial streets, trunk sanitary sewers, or storm sewers.

The intensity for proposed services within the commercial area is dependent on the amount of land allocated for the commercial use, the amount of residential area to be served, and specific uses allowed for in the various commercial categories of the Eugene Code.

#### RECOMMENDATIONS: Barger-Beltline Development Node

##### Policy:

A commercial/residential node, involving 5 acres of neighborhood commercial, 16 acres of high-density residential, and 71 acres of medium-density residential, shall be developed at the northeast corner of Beltline Road and Barger Avenue (see map on page 10).

##### Proposals:

1. Public or private egress and ingress should not be allowed along the north side of Barger Drive between the west margin of Echo Hollow Road if extended north of Barger Avenue and the east margin of Beltline Road.

This recommendation is based on the existing adverse situation created by the private egress and ingress (curb cut) for the Echo Hollow Plaza development south of Barger Avenue and west on Echo Hollow Road.

Terminating along the northerly boundary of the development node are two streets, Cubit Street and Cleary Street. It is assumed that these two streets will extend into and through the development node site and create intersections with Barger Avenue. Cubit Street is likely to extend south to the present intersection of Barger Avenue and Echo Hollow Road and Cleary Street to extend south through the area creating an intersection with Barger Avenue. The location/type of intersection can best be resolved based on knowledge of future development of the development node. Two other streets, Mangan and Wagner, will tie back into Cubit Street and Cleary Street before intersecting with Barger Avenue.

2. It appears appropriate that public and private access should be limited to the extensions of Cubit Street and Cleary Street on to Barger Avenue. Future development design of the special study area can use these two public rights-of-way without jeopardizing site design considerations. The only exception would be the small tax lots, 3500 and 3501, located at the extreme southeast corner of the development node.

Barger Avenue is a minor arterial right-of-way providing a through-traffic carrier between Highway 99 North and development to the west.

3. Development of the special study area should use the two public streets recommended for extension through the subject area from the north. Restricting private driveway or street access directly onto Barger Avenue will minimize additional controls for Barger Avenue.
4. In an effort to minimize through traffic and reduce adverse speed conditions on these future rights-of-way, both Cubit Street and Cleary Street should be located so as not to provide a straight/direct route from their present terminus south to Barger Avenue. An indirect street network would provide adequate and appropriate access for residential development.

The purpose of such a street is to avoid adverse affects on existing and future residential living environment.

5. The Eugene Parks Department should continue its efforts to acquire additional park land for the park site north of Barger Drive between Beltline Road and Highway 99 North.

In keeping with the existing Bethel-Danebo Refinement Plan, and in light of future medium- and high-density residential development, such public open space will be needed to accommodate future populations in the immediate area. The nearest public open space is associated with Willamette High School and the City-owned Echo Hollow swimming pool, both fronting Echo Hollow Road south of Barger Avenue. Presently, these facilities and future plans do not provide for the open space needs associated with the compact residential development scheduled north of Barger Avenue. It should also be noted that the Willamette High School/Echo Hollow Pool complex is south of Barger Avenue, a minor arterial which can be difficult to cross.

6. Since a portion of the site, approximately five acres, has been allocated for commercial uses, the five acres could be split into two areas; one on the immediate corner of Beltline Road and Barger Avenue and the other at the very extreme southeast corner of the development node, located at Barger Avenue and Highway 99 North.

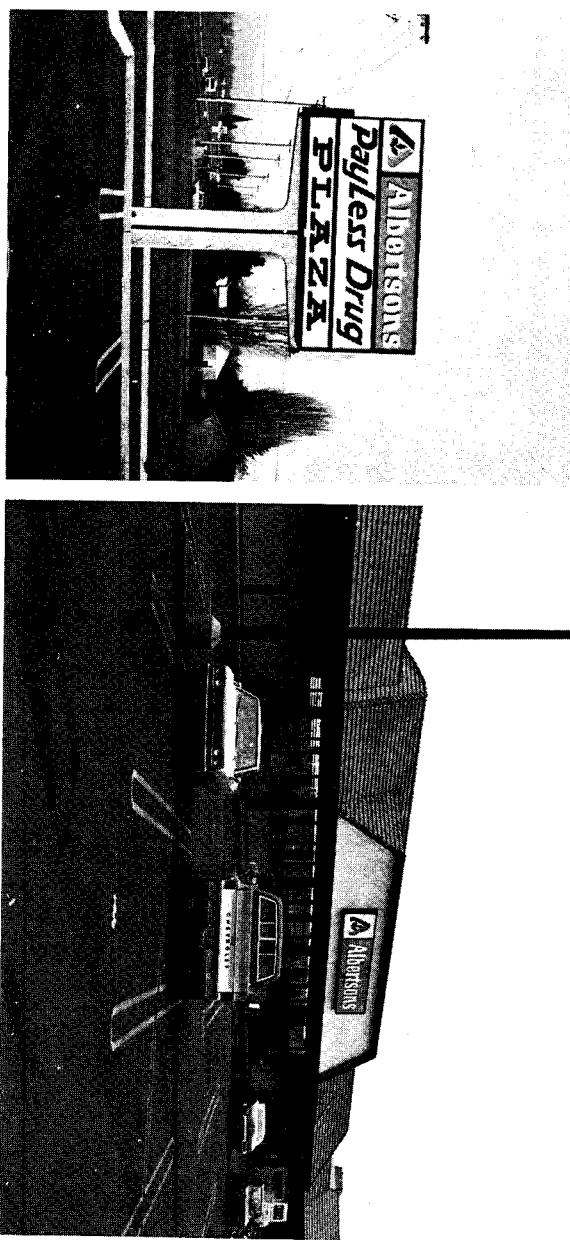
These commercial areas would provide buffering between the major arterials bounding the site and residential development within the site.

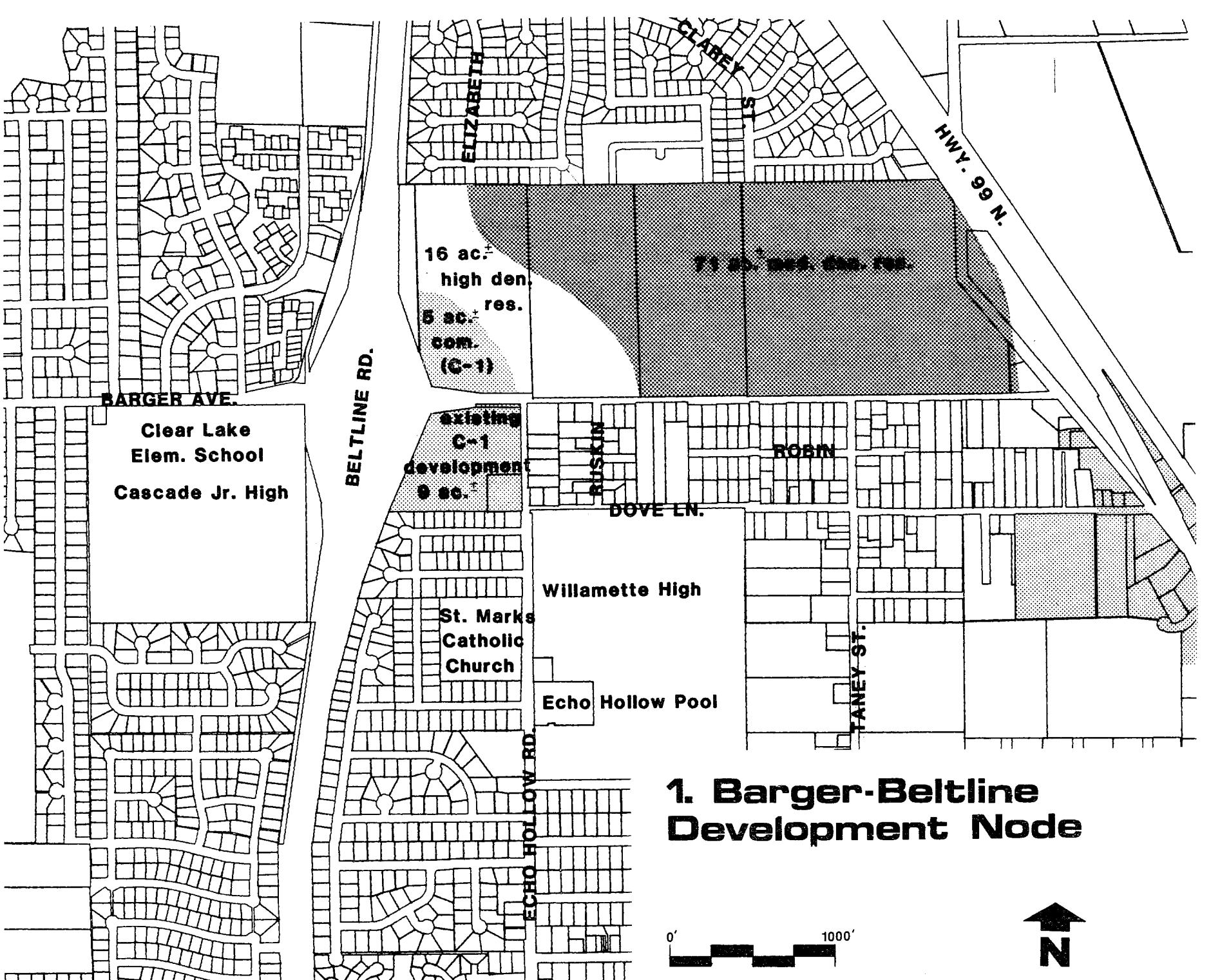
7. Commercial development should be at an intensity or level of use consistent with Residential/Professional (RP) or Neighborhood Commercial (C-1) which in turn would be compatible with adjacent residential development.
8. Effective screening, berms, or landscaping should be provided along all arterials--Beltline Road, Barger Avenue, and Highway 99 North--in an effort to minimize existing and future negative impacts from these arterials.
9. A profile of existing residential development should be considered.

Understanding that future residential development will be medium and high density in nature, least dense development in the development node study area should occur near existing single-family developments with higher densities closer to Barger Avenue. Appropriate setback and screening must be considered between Barger Avenue and proposed development within the study area.

10. A mixture of housing types and number of bedrooms per unit should be considered.
11. Development options should be considered, including the establishment of phase lines based on a comprehensive plan for the area.  
The study site contains approximately 100 acres; such a development would not be within the feasibility of a single, small developer.
12. Planned unit development procedures should be used to review residential development.
13. Based on the intensity of future development within the development node, and its impact on existing developed adjacent land and traffic concerns, site review procedures should provide an adequate process for reviewing future development within the RP or C-1 zoning districts and their proximity to existing and proposed land uses.



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### C. Royal-Danebo Development Node (Relocated Beltline-Royal Development Node)

The Metropolitan Area General Plan Diagram delineates a commercial-residential development node at the intersection of Beltline Road and Royal Avenue. Based upon extensive review, involving facts regarding availability of land, egress and ingress from arterial streets, existing commercial in the immediate area, and other applicable goals, policies, and background information set forth by the Metropolitan Area General Plan, the plan recommends that this particular development node be relocated to the southwest corner of Royal Avenue and Danebo Avenue. At this location the development node would contain about 10 acres of commercial land and approximately 30 acres of medium-density residential land, and be adjacent to one-half acre of neighborhood commercial development located across Danebo Avenue at the southeast corner of Royal Avenue and Danebo Avenue.

The commercial development is meant to serve the residential developments in proximity to the node, as well as provide services for development which will occur at the western periphery of the area as the city expands toward the adopted urban growth boundary.

Existing and proposed commercial or commercial-residential uses are relatively sporadic in that portion of the Bethel-Danebo area west of Highway 99 North. All of the existing or proposed commercial facilities are located east of Beltline Road or considerably north of the proposed Royal-Danebo development node. Specifically, a small "Ma and Pa" type grocery service is located at the intersection of Echo Hollow Road and Fuller Street. It is located east of Beltline Road, involving a distance of approximately one mile east and north from the intersection of Royal Avenue and Danebo Avenue. Other commercial land in the area will be provided within the floating node. This node is likely to be established approximately one mile west on Royal Avenue from its intersection with Danebo Avenue, a location which is in keeping with the basic criteria for distribution of commercial services in proximity to the residential resource area. Another commercial area is located at Barger Avenue and Beltline Road, which is approximately one-and-a-half miles east and north from Royal Avenue and Danebo Avenue. On Barger Avenue, west of Beltline Road, is a partially-developed four-acre neighborhood commercial area which, by car, is approximately two miles north from Royal Avenue and Danebo Avenue. Other commercial development is located along Highway 99 North, being part of the strip commercial extending from Roosevelt Boulevard north almost to Barger Avenue, approximately two miles east of the Royal-Danebo development node.

As noted earlier, the Royal-Danebo development node is also proposed to have thirty acres of medium-density residential development. Housing of this type in the general Bethel-Danebo area west of Highway 99 North is nonexistent. The nearest multiple-family housing, as noted earlier, having a density of between 10 and 20 units per acre is located adjacent to the Gilbert Shopping Center along the west side of Highway 99 North. Medium-density residential is proposed with the other nodes, such as the Barger-Beltline development node and the floating node in the Bethel-Danebo area west of Beltline Road. Thirty (30) acres of residential development can be accommodated on the vacant 40-acre parcel located at the southwest corner of the intersection, and adjacent to the existing half-acre of Neighborhood Commercial (C-1) located at the southeast corner of Royal Avenue and Danebo Avenue.

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As noted earlier, the Royal-Danebo development node is also proposed to have thirty acres of medium-density residential development. Housing of this type in the general Bethel-Danebo area west of Highway 99 North is nonexistent. The nearest multiple-family housing, as noted earlier, having a density of between 10 and 20 units per acre is located adjacent to the Gilbert Shopping Center along the west side of Highway 99 North. Medium-density residential is proposed with the other nodes, such as the Barger-Beltline development node and the floating node in the Bethel-Danebo area west of Beltline Road. Thirty (30) acres of residential development can be accommodated on the vacant 40-acre parcel located at the southwest corner of the intersection, and adjacent to the existing half-acre of Neighborhood Commercial (C-1) located at the southeast corner of Royal Avenue and Danebo Avenue.

The distribution and location of this particular node has been balanced with existing and proposed commercial and residential nodes in the Bethel-Danebo area (see map on page 4). This node is located in an otherwise low-density residential neighborhood. It reflects the energy and transportation policy intent of the Metropolitan Area General Plan for placing shopping opportunities in proximity to residential development and also providing for a choice of housing types. Placement of the node puts it near job opportunities.

The Royal-Danebo node is within the City of Eugene. This location is provided with minor arterial access by Royal Avenue and Danebo Avenue. A complete range of urban services is available. Currently, Danebo Avenue is not improved to City of Eugene standards; however, based on the City's Capital Improvements Program, paving improvements to Danebo Avenue south of Royal Avenue are scheduled in the near future.

In summary, the location of the Royal-Danebo development node of the southwest corner of Royal Avenue and Danebo Avenue, provides a site adjacent to existing neighborhood commercial and has direct access to minor arterial streets. The site (40 acres) can accommodate ~~10~~ acres of commercial development and 30 acres of medium-density residential development, while minimizing the impact on existing housing and other existing and proposed development.

#### RECOMMENDATIONS: Royal-Danebo Development Node

##### Policy:

A residential node shall be developed at the southwest corner of Royal Avenue and Danebo Avenue to accommodate ~~10~~ acres of neighborhood commercial development and 30 acres of medium-density residential development (see map on page 13).

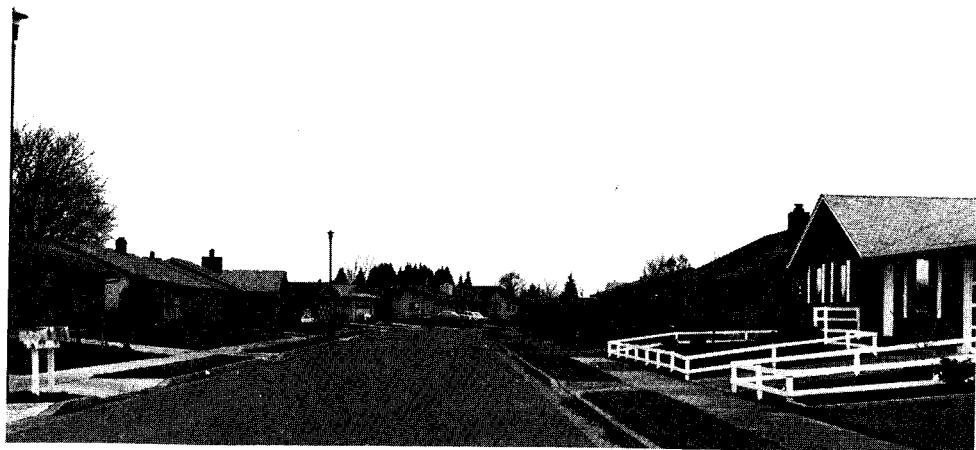
##### Proposals:

1. Site review procedures should be required for the commercial portion of the development node and planned unit development procedures required for the residential portion of the node.

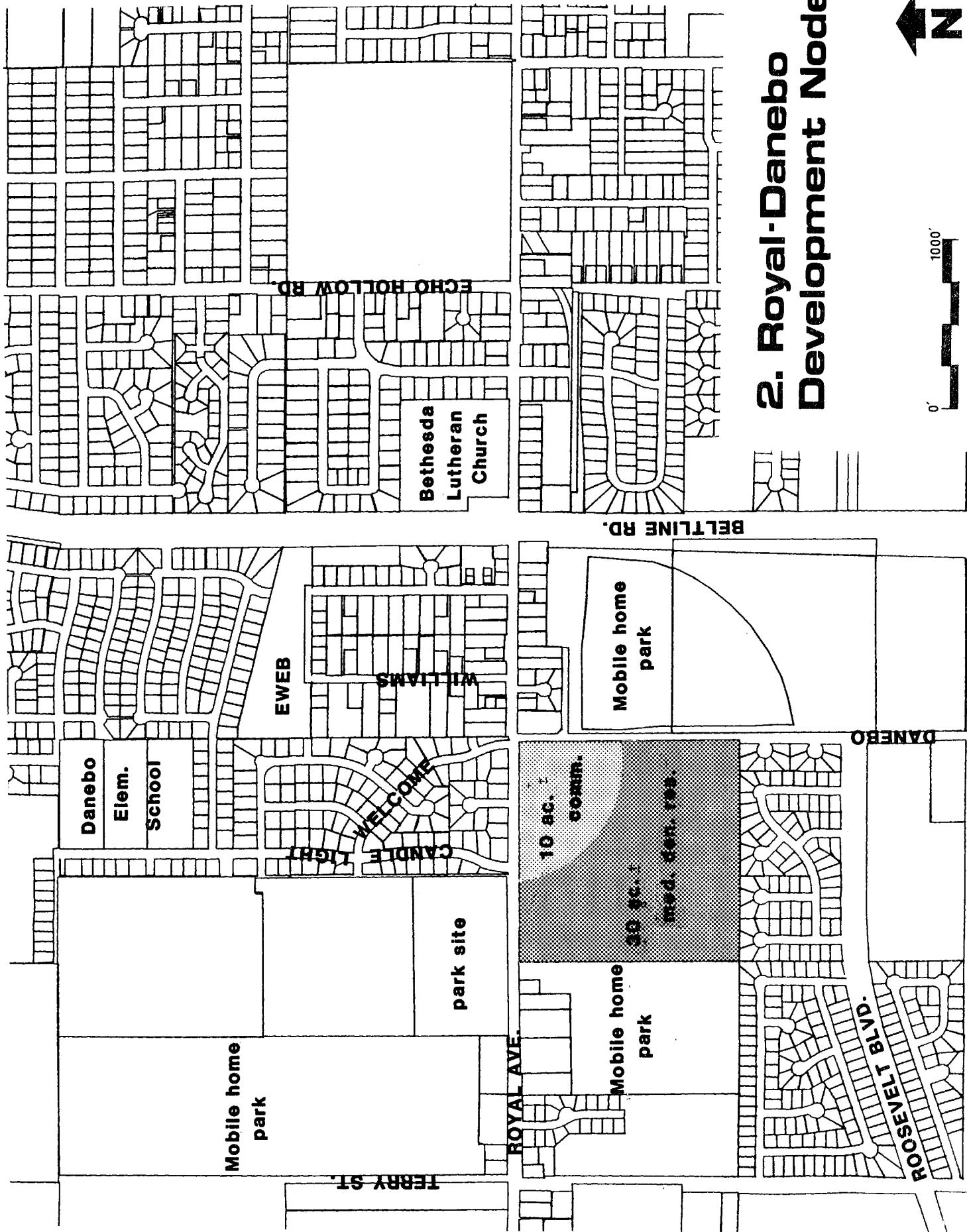
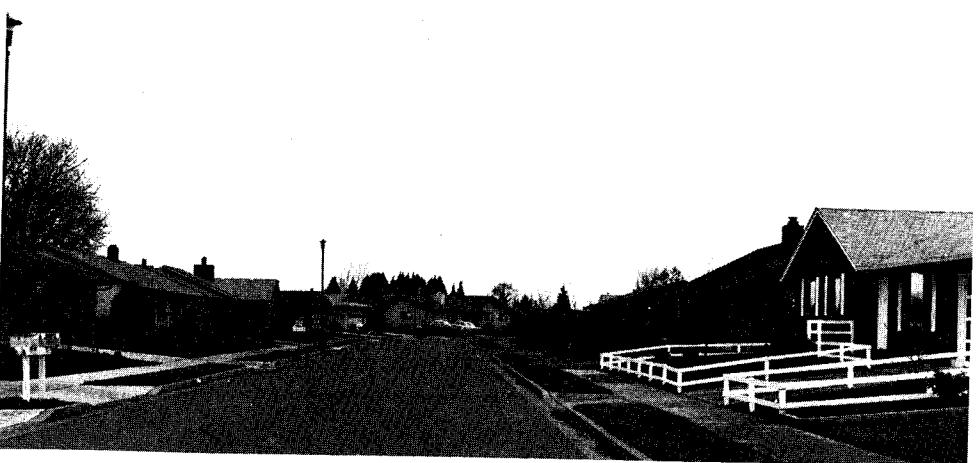
Although the southwest corner of Royal Avenue and Danebo Avenue is a vacant 40-acre parcel, the impact of a commercial/residential development could be significant on existing, adjacent, low-density residential development. It is felt that site/review procedures will provide sufficient review for the commercial portion of the development node.

2. Adequate and safe automobile ingress and egress from Royal Avenue and Danebo Avenue should be provided, taking into consideration the possibility of a future Royal-Beltline bypass.
3. Safe and adequate pedestrian- and bicycle-oriented access should be provided between the commercial portion of the development node and the proposed medium-density residential development within the node and existing residential development in the immediate and general area north of Royal Avenue.

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.



- 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.
- Through access should not be allowed in the development which will circumvent the intersection of Royal Avenue and Danebo Avenue.
- In a sequential method with the development of the node, Royal Avenue and Danebo Avenue should be improved to provide standard sidewalks.



#### D. West Bethel-Danebo Development Node (Floating Node)

The Metropolitan Area General Plan schematically shows a commercial/medium-density residential node west of Beltline Road between Barger Avenue and Royal Avenue. It is identified as a floating development node, requiring specific criteria for review and location as part of a refinement plan. A floating node is intended to reflect the energy and transportation policies of the Metropolitan Area General Plan and T-2000 Plan for placing jobs, shopping opportunities, and alternative forms of housing in proximity to existing and proposed residential development. Floating nodes are designated in low-density residential neighborhoods, allowing a range of uses, providing for a rather extensive service area, yet maintaining neighborhood scale. The floating node is anticipated to supplement the Royal-Danebo development node in this portion of the city, and develop toward the end of the century. Because of its supplementary nature, this floating node is programmed to contain 5 acres of commercial development and 20 acres of medium-density residential development.

Using the criteria adopted for floating nodes in the Metropolitan Area General Plan, this plan recommends that the floating node be located on the north side of Royal Avenue, approximately midway between Terry Street and Greenhill Road. Such a location would accommodate the future forecast demand for commercial land, be in accordance with energy and transportation policies, and allow a balanced dispersal of existing and future development in the west Bethel-Danebo area.

Locating the floating node using the refinement plan process involved:

A. Defining the primary service area.

The primary service area for the proposed floating node is the bulk of the residential area west of Beltline Road, presently outside the city limits, but within the urban growth boundary.

B. Relating that service area to those areas served by other commercial/residential development nodes (see map on page 4).

Identification of the proposed site on Royal Avenue, approximately midway between Terry Street and Greenhill Road, provides a balance between existing and proposed commercial areas.

The map on page 17 locates this node and other proposed and existing commercial development in the Bethel-Danebo area.

The proposed location for this node is, in part, based on the resource of existing and proposed residential development, providing the support population for each node and the types of uses based on zoning.

The north side of Royal Avenue was considered more appropriate for the development node in that it would project the commercial services north from Royal Avenue where the bulk of the residential development will occur.

#### D. West Bethel-Danebo Development Node (Floating Node)

The Metropolitan Area General Plan schematically shows a commercial/medium-density residential node west of Beltline Road between Barger Avenue and Royal Avenue. It is identified as a floating development node, requiring specific criteria for review and location as part of a refinement plan. A floating node is intended to reflect the energy and transportation policies of the Metropolitan Area General Plan and T-2000 Plan for placing jobs, shopping opportunities, and alternative forms of housing in proximity to existing and proposed residential development. Floating nodes are designated in low-density residential neighborhoods, allowing a range of uses, providing for a rather extensive service area, yet maintaining neighborhood scale. The floating node is anticipated to supplement the Royal-Danebo development node in this portion of the city, and develop toward the end of the century. Because of its supplementary nature, this floating node is programmed to contain 5 acres of commercial development and 20 acres of medium-density residential development.

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Locating the floating node using the refinement plan process involved:

##### A. Defining the primary service area.

The primary service area for the proposed floating node is the bulk of the residential area west of Beltline Road, presently outside the city limits, but within the urban growth boundary.

##### B. Relating that service area to those areas served by other commercial/residential development nodes (see map on page 4).

Identification of the proposed site on Royal Avenue, approximately midway between Terry Street and Greenhill Road, provides a balance between existing and proposed commercial areas.

The map on page 17 locates this node and other proposed and existing commercial development in the Bethel-Danebo area.

The proposed location for this node is, in part, based on the resource of existing and proposed residential development, providing the support population for each node and the types of uses based on zoning.

The north side of Royal Avenue was considered more appropriate for the development node in that it would project the commercial services north from Royal Avenue where the bulk of the residential development will occur.

##### C. Ensuring access to the proposed location by an adequate street system.

The recommended location for the floating node is on a minor arterial right-of-way, Royal Avenue.

##### D. Comparing the recommended location with other possible sites.

In evaluating the floating node, two other locations were considered: 1) a location at Royal Avenue and Terry Street as noted by the technical information contained within the Metropolitan General Plan update; and, 2) a location on Terry Street midway between Royal Avenue and Barger Avenue. These two locations met the criteria for access to an arterial street. However, they did not equitably serve the allocated population for the west Bethel-Danebo area. They also did not accommodate the forecast of future commercial service balanced with the forecast of future development west of Terry Street, yet within the urban growth boundary.

The recommended location of the floating node west of Terry Street is not within the existing city limits. However, it is within the proposed urban growth boundary, which is delineated by Greenhill Road. The timing for development of the floating node will depend on the timing of annexation and development of the residential resource lands west of Terry Street. The floating node and other appropriate development will require a complete range of urban services as part of an approved annexation, including extension of the sanitary trunk sewer system, and appropriate improvement of Royal Avenue. Financing of such facilities will require capital improvement considerations and require appropriate scheduling as the vacant land inventory inside the city and outside the city limits is sequentially used.

Establishing the exact location of the floating node remains somewhat schematic. In the near future the services and housing choice needed in the Bethel-Danebo area can and should be met at the two development nodes, Barger-Beltline development node and the Royal-Danebo development node. Urban services and facilities exist or can be provided for these two sites and they provide a significant inventory of land and development opportunities.

As development of land inside the city limits proceeds, land west of the existing city limits (Terry Street) will be sequentially annexed and urban services provided. Need for rezoning of a site to accommodate the proposed floating node could then occur. In the interim, City and County planning processes should be monitored to ensure that an adequate site for the floating node is retained on the north side of Royal Avenue, approximately midway between Terry Street and Greenhill Road.

#### RECOMMENDATIONS: West Bethel-Danebo Development Node

##### Policy:

When development patterns indicate the need for an additional commercial/residential development node in the Bethel-Danebo area, it shall be located north of and with frontage along Royal Avenue, approximately midway between Terry Street and Greenhill Road. It shall include 5 acres of neighborhood commercial and 20 acres of medium-density residential.

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.

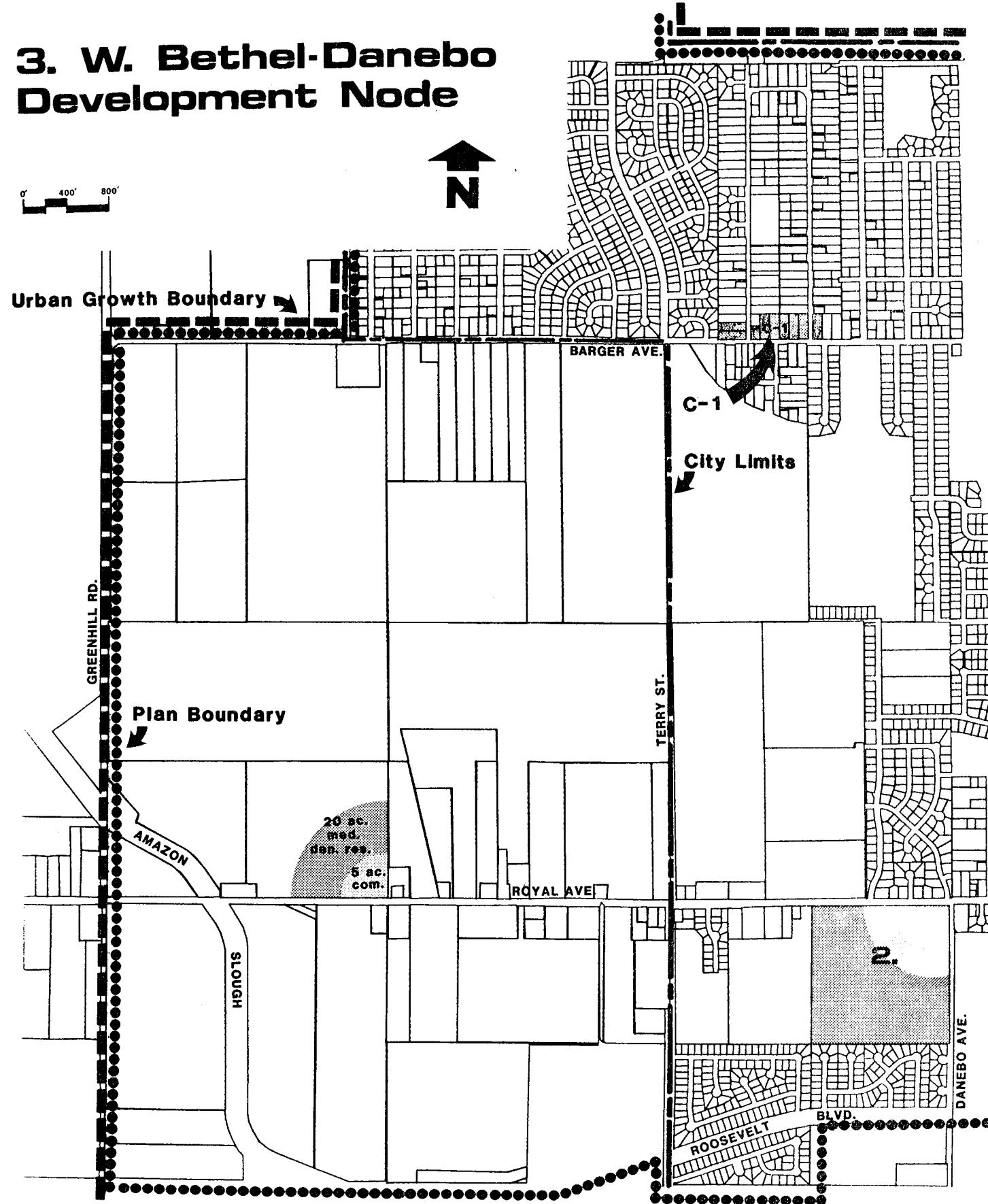


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5. Based on the intent of a neighborhood-oriented commercial district, proposed uses should be those suggested by the Metropolitan Area General Plan.
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### **3. W. Bethel-Danebo Development Node**



## E. Bethel-Triangle Neighborhood

The update of the Bethel-Danebo Refinement Plan not only involves the various commercial/residential nodes established by the Metropolitan Area General Plan, but other land use issues in the plan area and, in particular, in the area of the Bethel Triangle Neighbors. This island of residential and industrial uses is bounded by the Southern Pacific railroad yards along the east and north, Highway 99 North on the west, and the industrial development south of Roosevelt Boulevard. The concerns for this area are the protection of existing residential development, maintaining a viable living area now and in the future. In light of the peripheral industrial development adjacent to this area, specific concerns have been expressed regarding various land use issues and pollution concerns such as air, sight, and sound. Other issues generated from this area are the possibility of a mixed residential/light industrial use in the Ogle Street area, concerns about impacts from the future improvement of Roosevelt Boulevard and its tie with the Chambers Connector, and the future intensification of industrial uses in the Four-Corners area as described by the Six-Point Eugene Economic Diversification Program.

The Bethel Triangle area is characterized by a mixture of land use and zoning districts and associated complexities resulting from such a mixture. The main portion of the Bethel Triangle neighborhood is east of the Burlington Northern Railroad which provides separation from the commercial zoned portion of the neighborhood along the eastside of Highway 99 North. The area north of Morse Street, a private street, is characterized by remnants of an earlier residential area having access from Bethel Drive, Ogle Street, Allane Street, and Madera Street. This specific area is predominately single-family detached development, and also contains the former Bethel Elementary School, which has been replaced by newer schools west of Highway 99 North. Prior to annexation to the city in 1964, this small residential area was rezoned to M-2 Light Industrial. Presently, the area is characterized by single-family lots which are approximately 50 percent developed with single-family houses. The industrial development involves a small steel fabrication facility and is limited to the west side of Ogle Street at its intersection with Bethel Drive. Since annexation in 1964, land use in this industrially zoned area has been limited to maintaining existing residential units.

The core of the substantial residential development is zoned Suburban Residential District (RA) and Garden Apartment District (RG) from Morse Street, south across Roosevelt Boulevard to the northerly boundary of the M-3 Heavy Industrial zoning. The only exception is a small portion of C-2 Community Commercial zoning along the west side of Bethel Drive between Roosevelt Boulevard and Pershing Street and a very small amount of M-2 Light Industrial zoning along the west side of Lassen Street at Pershing Avenue. The Garden Apartment Zoning District (RG) applies to a large portion of this core area, involving all of the residential development south of Roosevelt Boulevard. It also extends north of Roosevelt Boulevard from Garfield Street west to Foch Street. Garden Apartment Avenue, Foch Street, and Roosevelt Boulevard. A portion of this zoning district, north of Roosevelt Boulevard in the immediate area of Haig Street, is developed with single-family structures.

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The Bethel Triangle area is characterized by a mixture of land use and zoning districts and associated complexities resulting from such a mixture. The main portion of the Bethel Triangle neighborhood is east of the Burlington Northern Railroad which provides separation from the commercial zoned portion of the neighborhood along the eastside of Highway 99 North. The area north of Morse Street, a private street, is characterized by remnants of an earlier residential area having access from Bethel Drive, Ogle Street, Allane Street, and Madera Street. This specific area is predominately single-family detached development, and also contains the former Bethel Elementary School, which has been replaced by newer schools west of Highway 99 North. Prior to annexation to the city in 1964, this small residential area was rezoned to M-2 Light Industrial. Presently, the area is characterized by single-family lots which are approximately 50 percent developed with single-family houses. The industrial development involves a small steel fabrication facility and is limited to the west side of Ogle Street at its intersection with Bethel Drive. Since annexation in 1964, land use in this industrially zoned area has been limited to maintaining existing residential units.

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Street access to that portion of the Bethel Triangle neighborhood, east of the Burlington Northern railroad tracks, is limited to Garfield Street, Roosevelt Boulevard, and Bethel Drive, intersecting Highway 99 North, south of Barger Avenue.

The existing residential neighborhood constitutes a viable residential community for the following reasons:

1. It provides a valuable housing resource with generally well-maintained inexpensive single-family homes, the majority of which are owner-occupied. It also provides a choice of housing with mobile homes and apartments.
2. It provides housing close to employment for many of the area's residents.
3. It is a well defined neighborhood where neighborhood pride is generally visible by maintained houses and yards.

#### RECOMMENDATIONS: Bethel-Triangle Neighborhood

##### Policies

1. Highest priority shall be given to preserving housing in the Bethel Triangle area. It shall be recognized that it is an irreplaceable resource. Support for its continued viability shall be provided along the following guidelines:
  - a. Efforts should be made to upgrade the public facilities and services (sanitary sewers, storm sewers, streets, street lighting) in the area. Particular attention should be given to street conditions and the need for improving Trainsong Park.
  - b. Efforts to upgrade public facilities and services should consider alternatives to full assessments where hardships can be established.
2. Any changes in zone within the Bethel Triangle Area should conform to the following guidelines:
  - a. industrial development should not occur where it would take access from the same local street which serves existing residential development in areas where land use proposed in this plan indicates retention of existing residential development within and on the periphery of the Bethel Triangle must give due consideration to minimizing development impact on residential development; and
  - b. site review procedures should be required for lots along the boundary between industrial/residential zoning, as well as for residential or industrial development of lots with frontage on an arterial.

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

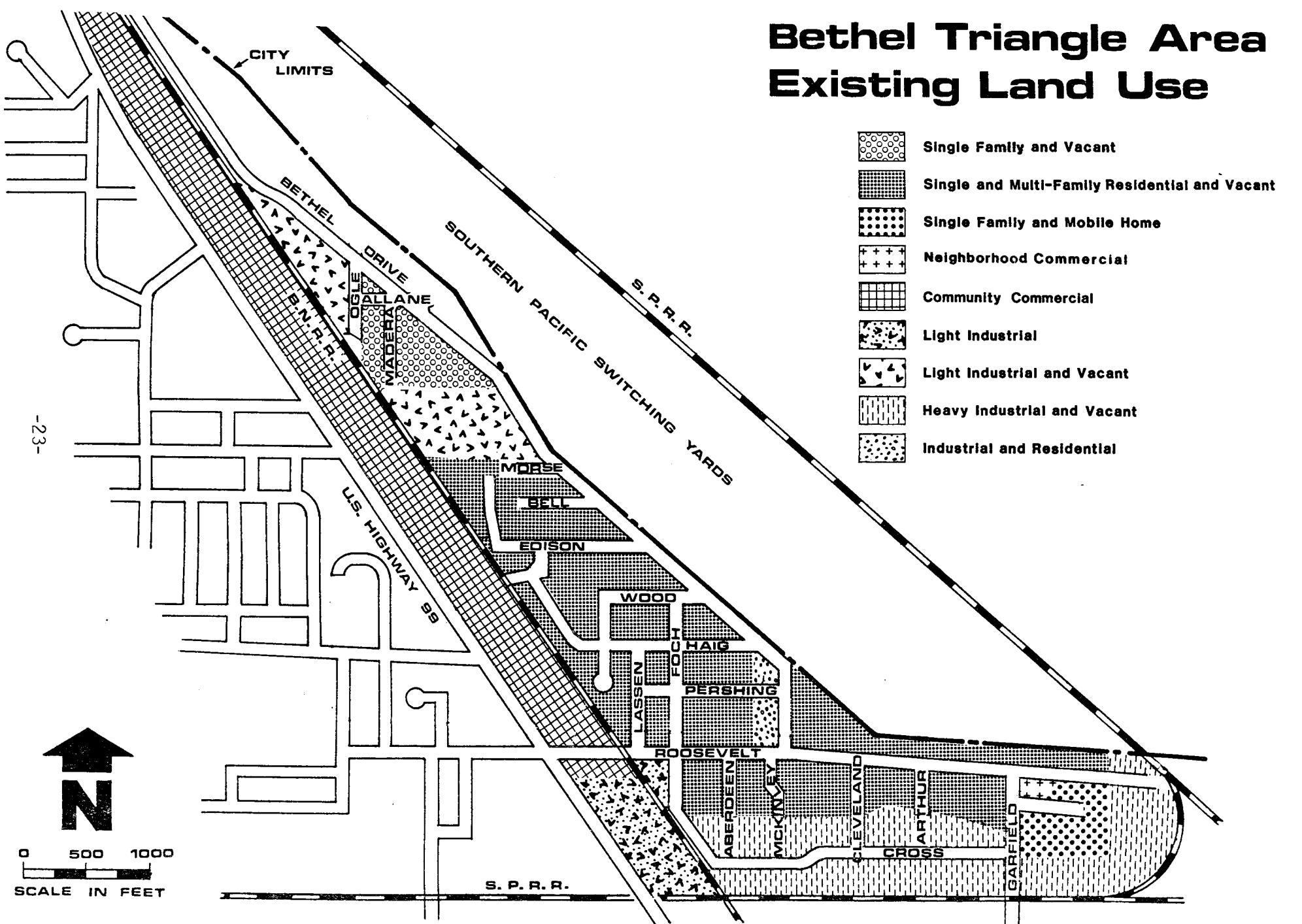
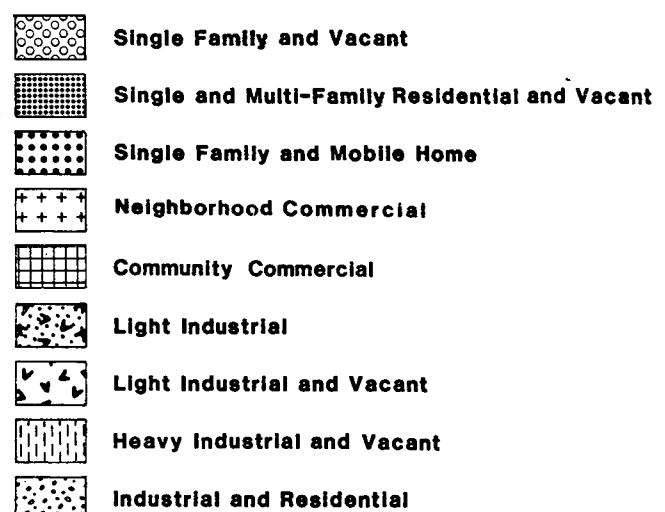
1. In order to provide for zoning in conformance with the proposed land use patterns illustrated on the map (see page 23), and to conform policies suggested above, the following zone changes should be considered:
  - a. application of a site review suffix for development of parcels fronting along Roosevelt 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 Ogle, 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.

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## Bethel Triangle Area Existing Land Use



# Bethel Triangle Area Proposed Land Use

