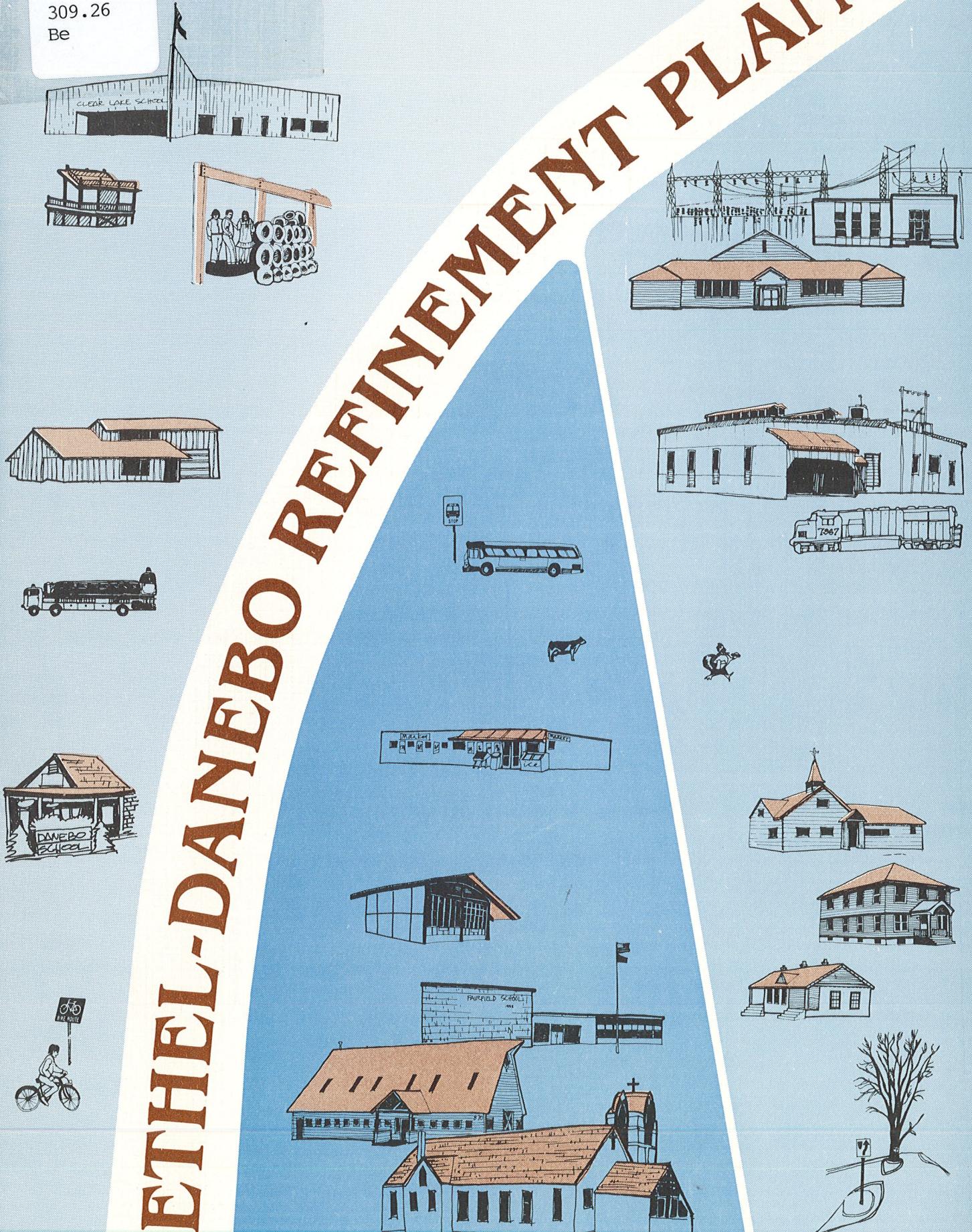


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BETHEL-DANEBO REFINEMENT PLAN



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The draft plan was prepared by the Active Bethel Citizens' and the Bethel Triangle Neighbors' Planning Teams and the City of Eugene Planning Department, aided by staff from the following City of Eugene Departments: Administrative Services, Fire, Parks and Recreation, Police, and Public Works. Assistance was also provided by staff of various public agencies including the Lane Council of Governments, School District 52, the Lane Transit District, and Eugene Water and Electric Board.

On June 14, 1982, the Eugene Planning Commission recommended to the Eugene City Council adoption of the Bethel-Danebo Refinement Plan Update, which occurred September 13, 1982.



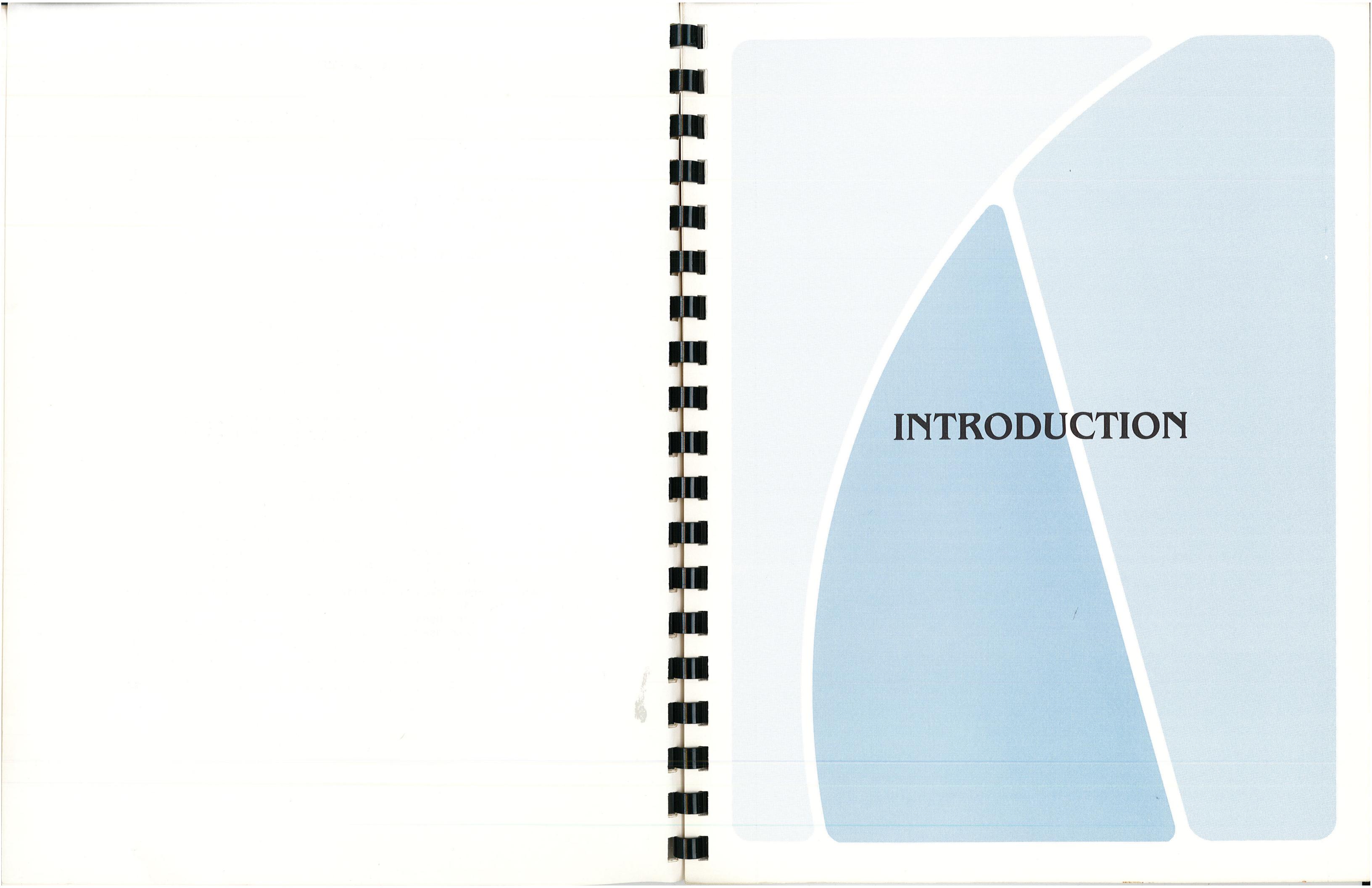
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INTRODUCTION

I. INTRODUCTION TO THE BETHEL-DANEBO STUDY AREA

The Bethel-Danebo Refinement Plan is an update of Phase 1 of the Bethel-Danebo Neighborhood Refinement Plan adopted in 1975. The other phase, adopted in two parts in 1977 and 1979, involved the industrial area adjacent and to the south of Phase 1. It was entitled Bethel-Danebo Neighborhood Refinement Plan Phase 2 and contained the West Eugene Industrial Study and the Roosevelt Extension and Drainage Facility. The area of study involved in this review will include the recognized neighborhoods of the Active Bethel Citizens Association and the Bethel Triangle Neighbors. These two neighborhoods incorporate all of the land in northwest Eugene, which includes the area inside the Eugene city limits and areas outside the city limits but within the urban growth boundary.

The Plan Area

The study area on the west is bounded by Greenhill Road, which is the westerly limits of the urban growth boundary, then runs east along Barger Avenue to the existing city limits line, along the city limits line to Beltline Road, and northeasterly to Highway 99 North. Then the boundary extends south along Highway 99 North to Jessen Avenue, then south and easterly along the existing city limits, which is adjacent to the Southern Pacific Railroad yards to the spur which creates the Coos Bay branch of the Southern Pacific Railroad. The boundary then extends westerly along the boundary between the residential area south of Roosevelt Boulevard and the industrial area north of Cross Street to Highway 99 North. From Highway 99 North to the west, the boundary is delineated by the proposed Roosevelt Boulevard and storm channel separating existing and proposed residential and industrial uses west to Danebo Avenue. West of Danebo Avenue, the southern boundary is defined by the edge between the existing residential zoning on the north and industrial zoning on the south to the Amazon Slough, then continues due west to Greenhill Road. The area involves approximately 3,920 acres. It also contains most of the population and housing development within the Bethel-Danebo area.

Plan Contents

The plan is divided into three elements: I. Land Use, II. Urban Services and the Urban Growth Boundary, and III. Transportation. Each element includes an introduction, background material, and recommendations in the form of policies and proposals. Policies are adopted by the City Council as guides for decision-making related to the plan area. City programs, actions, and decisions such as zone changes, traffic pattern changes, and capital improvements will be evaluated on the basis of their ability to implement these policies as well as other adopted City goals and policies. Because they are adopted by the council as the City's guide for action, policies are the most important statements in the plan. Proposals are suggestions for implementing policies of this plan. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the plan. They are recognized as ideas which have been suggested after some public discussion as possible ways to implement the plan, but are not adopted as City policy. The plan also includes Neighborhood Goals and Findings. Neighborhood goals are statements indicating the hopes

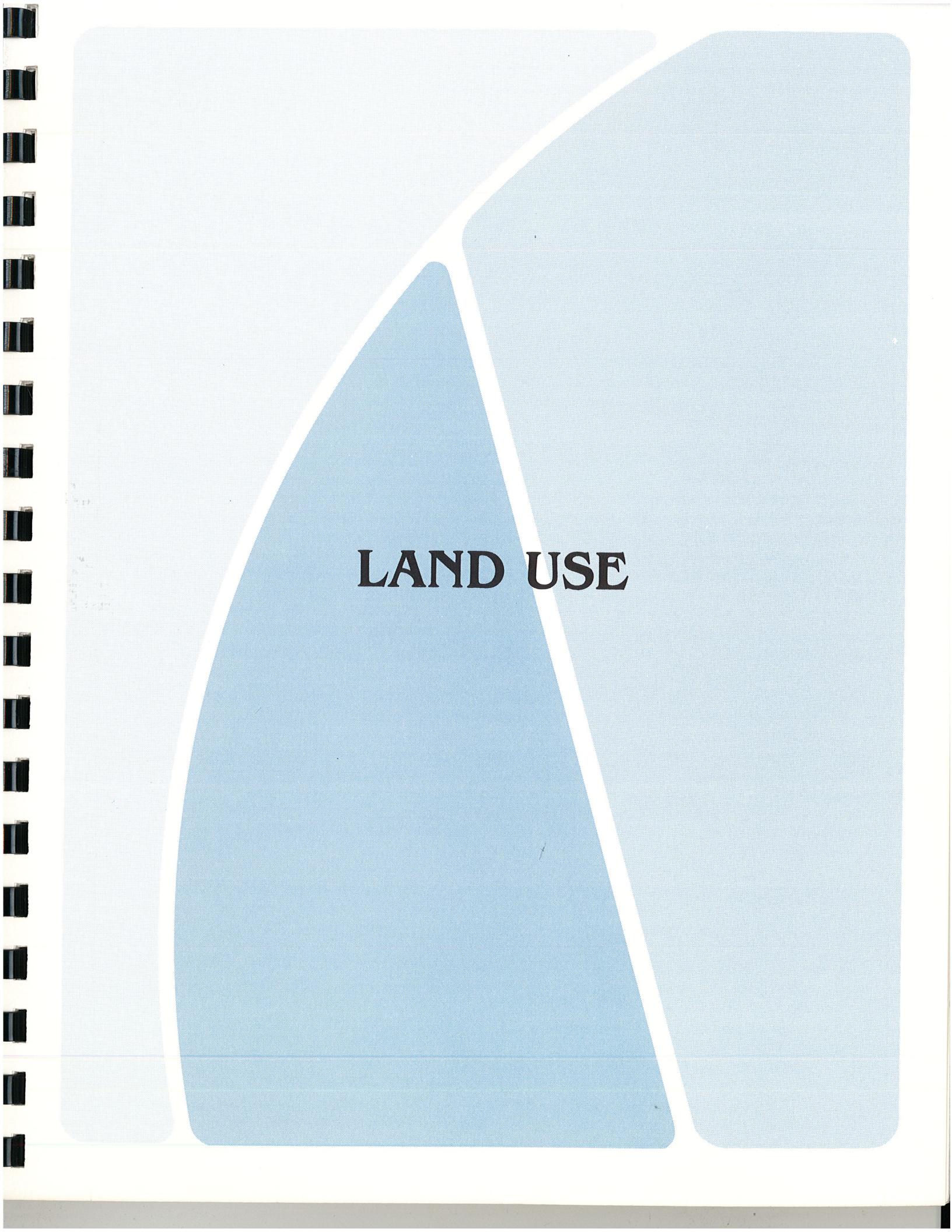
of people in the Bethel-Danebo area for the future of their neighborhoods. Findings are factual statements resulting from data-gathering and analysis and/or community perceptions.

Maps are included in the plan and appear at the end of various elements or subsections they relate to. The Proposed Land Use maps provide a generalized graphic display of projected land use and will be treated as a refinement of the Metropolitan Area General Plan's Plan Diagram.

This plan, when adopted, will provide a policy framework and guide for specific decision-making. In that way, the plan provides a guideline for short- and long-range decisions.

Based on the 1980 census, there were approximately 15,900 persons within the city limits portion of the Bethel-Danebo area, nearly all of whom are located in the study area. The housing is predominantly single-family dwellings with scattered duplexes and single-family subdivisions and mobile home developments. In comparison with housing in the rest of the city, Bethel-Danebo's housing is relatively new with approximately 75 percent of the housing built since 1950. Approximately 40 percent of the study area is vacant land, which is located west of Terry Street outside the city limits but within the urban growth boundary which is along Greenhill Road. Since 1950, both the population and the housing stock in the area have nearly doubled. Most of this growth occurred from 1950 to 1960, from 1970 to 1973, and from 1976 to 1980. The potential for residential growth within the Bethel-Danebo area involves the area west of Terry Street but within the urban growth boundary. However, there are other large sites which should be developed in a sequential pattern. These include the parcels, totaling about 100 acres, along the north side of Barger between Highway 99 North and Beltline Road and an additional 40-acre parcel located at the southwest corner of Royal Avenue and Danebo Avenue. There is limited potential for residential growth in the county outside the study area based on impacts from the Mahlon Sweet Airport and County zoning.

Overall, the update to Phase 1 of the Bethel-Danebo Plan continues to be consistent with direction set by general policy documents, such as the Eugene-Springfield Metropolitan Area General Plan and the Community Goals and Policies, and functional planning documents, such as Eugene-Springfield Area Transportation Plan (T-2000).



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.

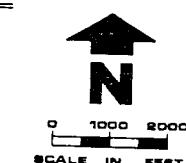
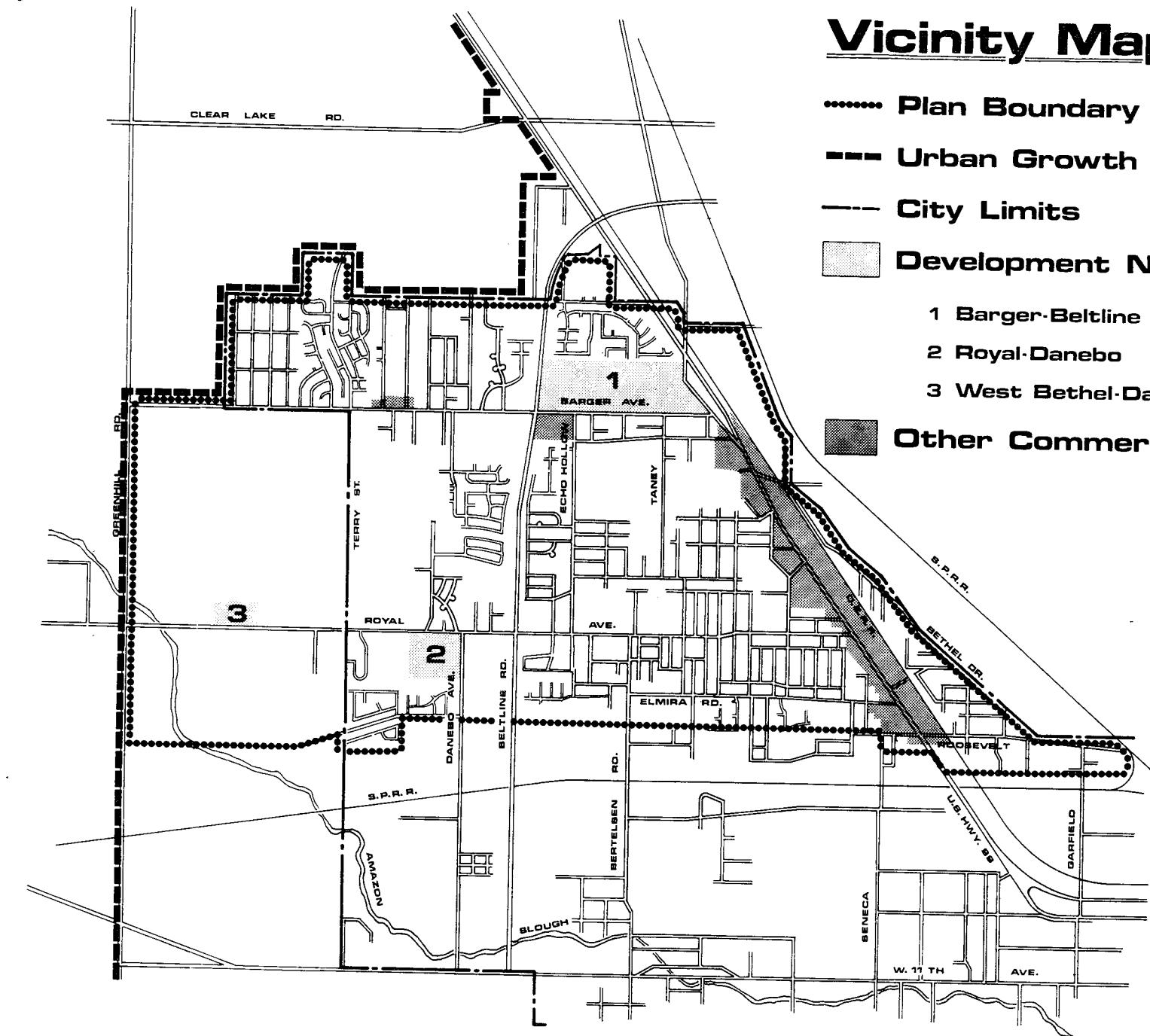
TABLE I:
GENERALIZED LAND USE IN THE STUDY AREA

<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 ¹	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 ²	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

¹Education and Government land uses

²Parks and Recreation and water areas

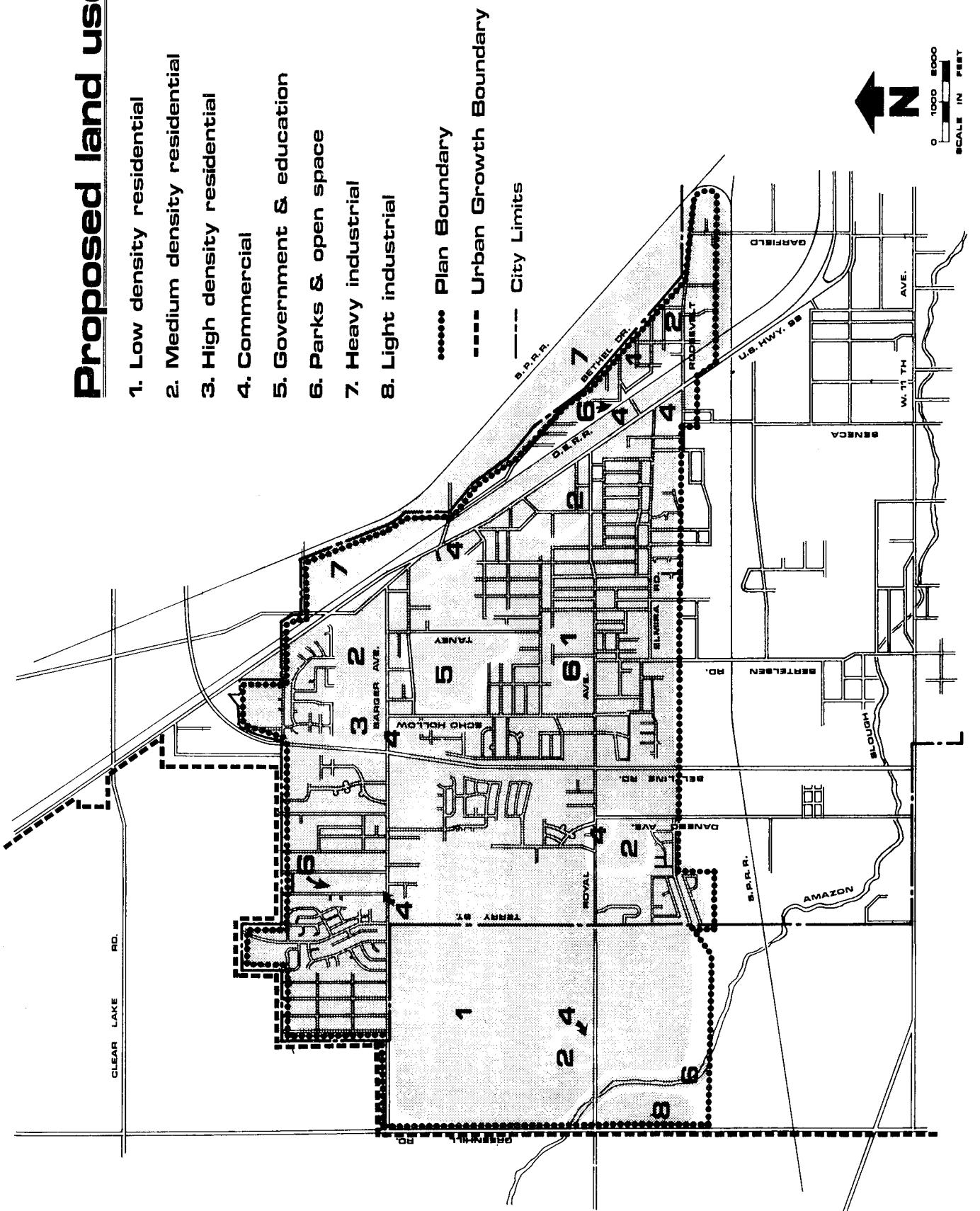
Vicinity Map



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.

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.

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.

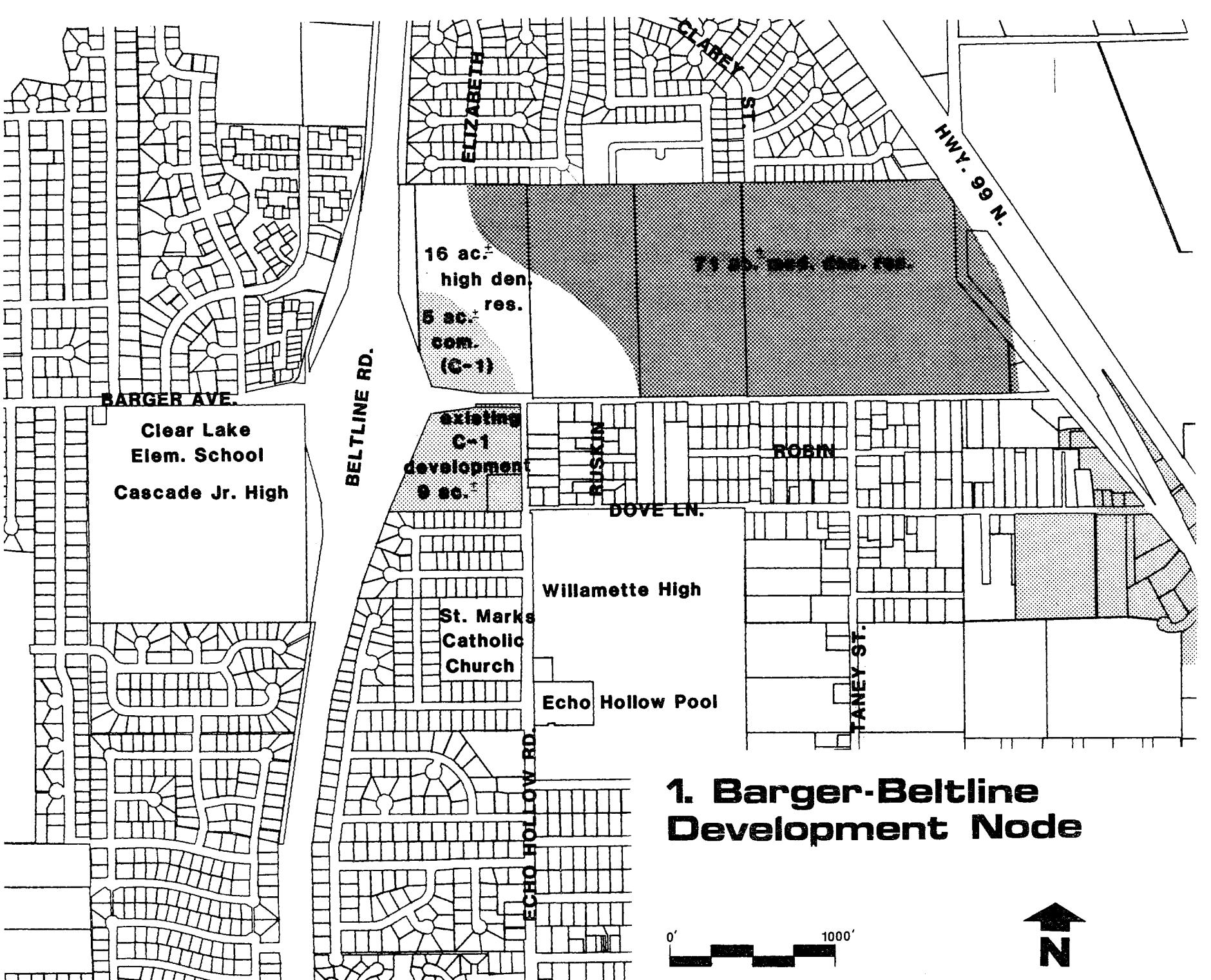
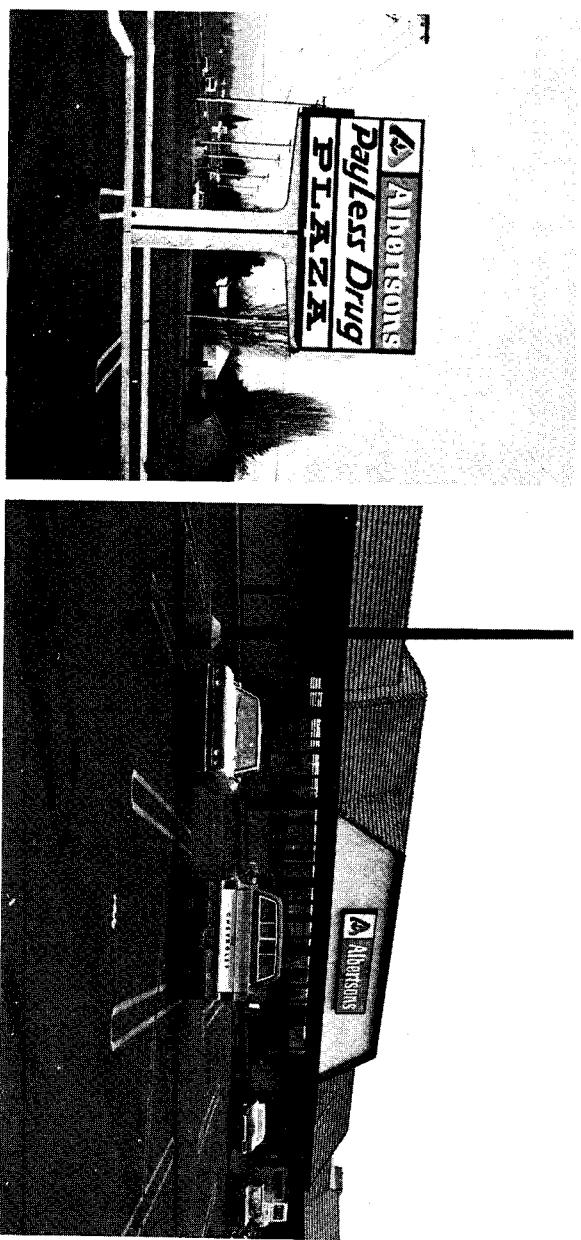
7. Commercial development should be at an intensity or level of use consistent with Residential/Professional (RP) or Neighborhood Commercial (C-1) which in turn would be compatible with adjacent residential development.
8. Effective screening, berms, or landscaping should be provided along all arterials--Beltline 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.



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.



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.

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.

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).

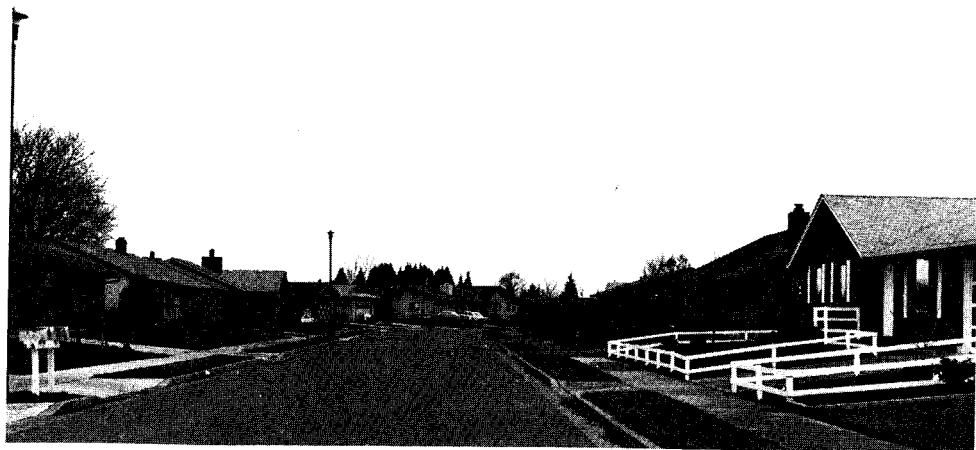
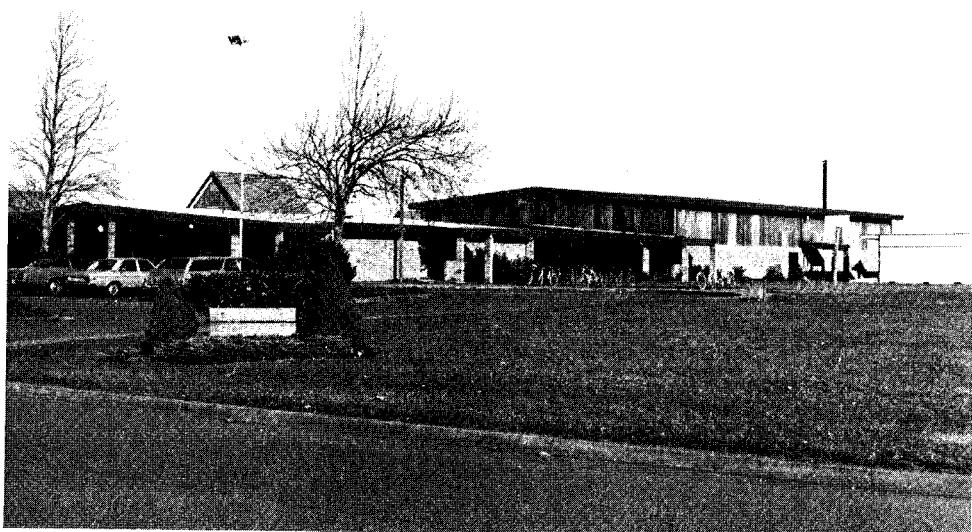
Proposals:

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.

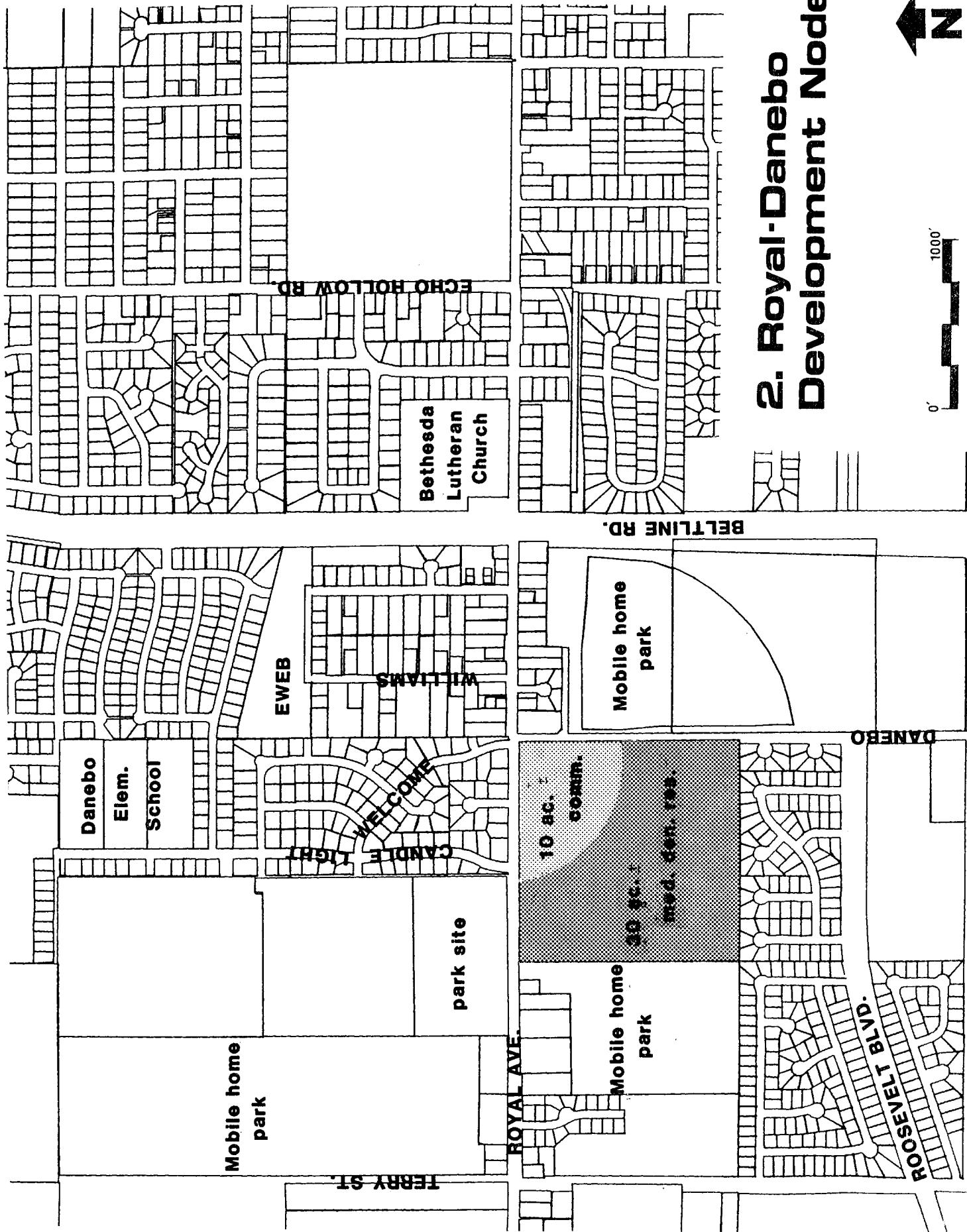
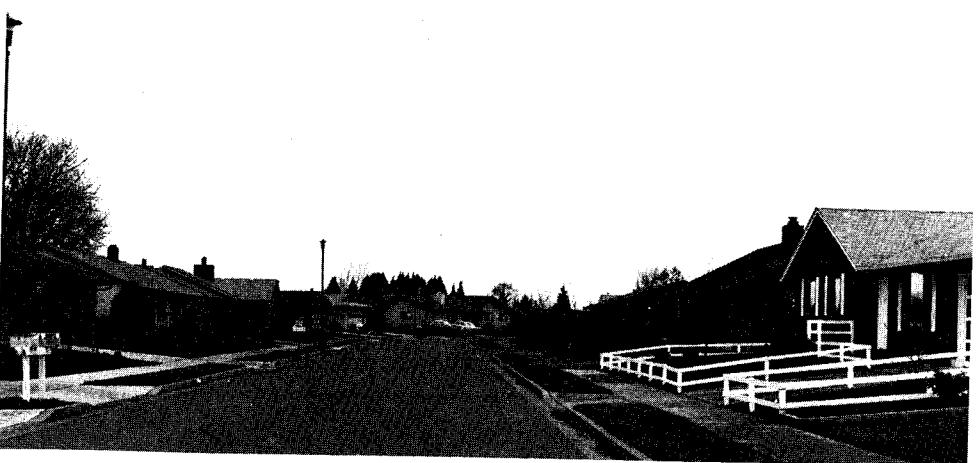
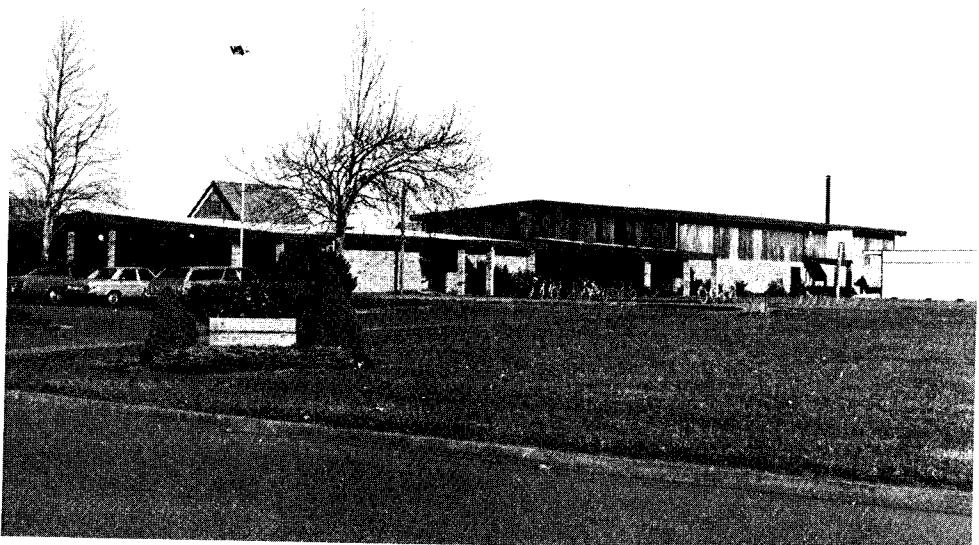
Although the southwest corner of Royal Avenue and Danebo Avenue is a vacant 40-acre parcel, the impact of a commercial/residential development could be significant on existing, adjacent, low-density residential development. It is felt that site/review procedures will provide sufficient review for the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

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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.

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.

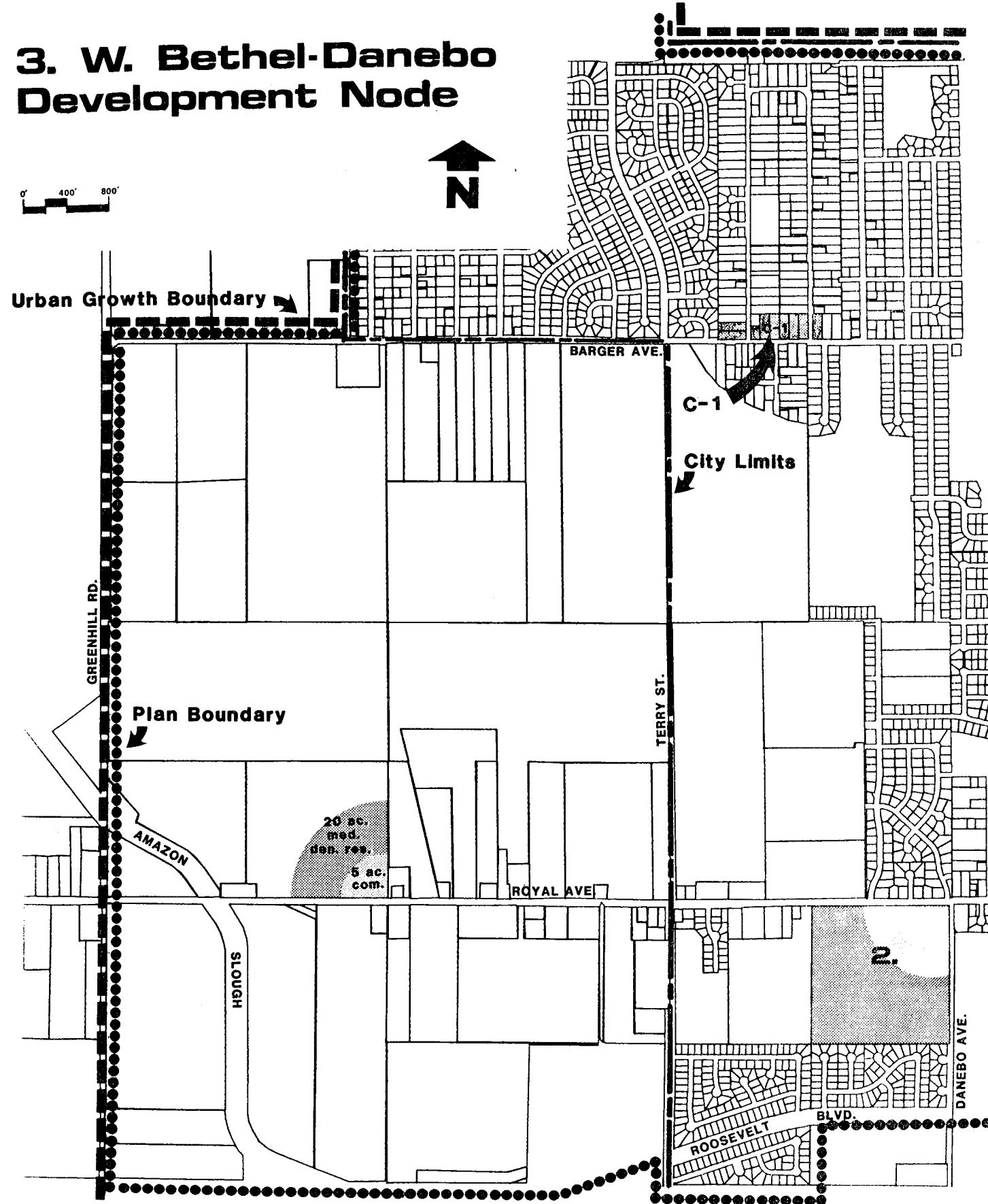


Proposals:

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.
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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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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

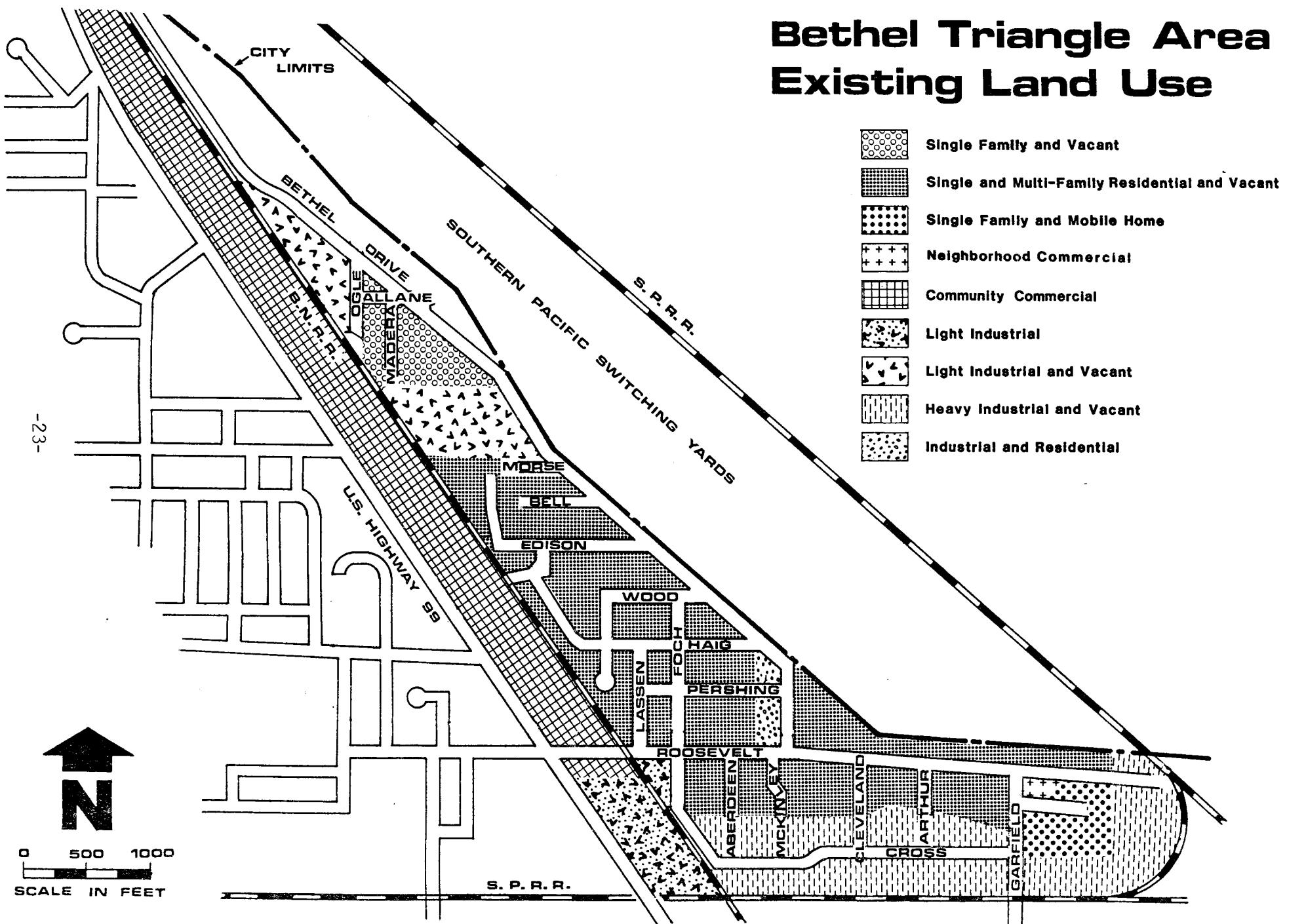
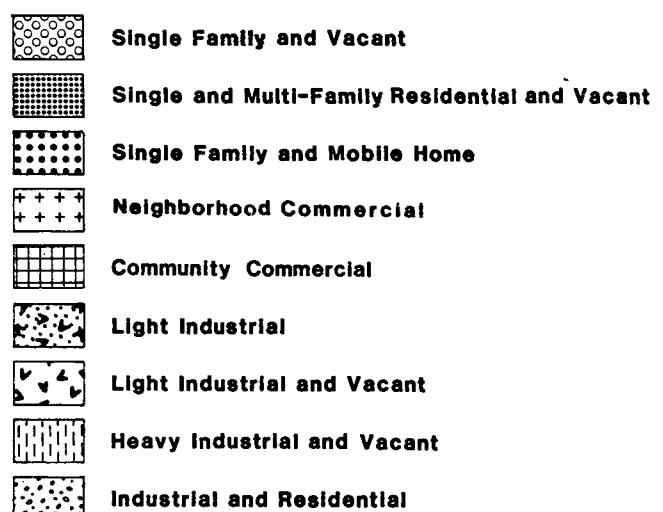
1. In order to provide for zoning in conformance with the proposed land use patterns illustrated on the map (see page 23), and to conform policies suggested above, the following zone changes should be considered:
 - a. application of a site review suffix for development of parcels fronting along Roosevelt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

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

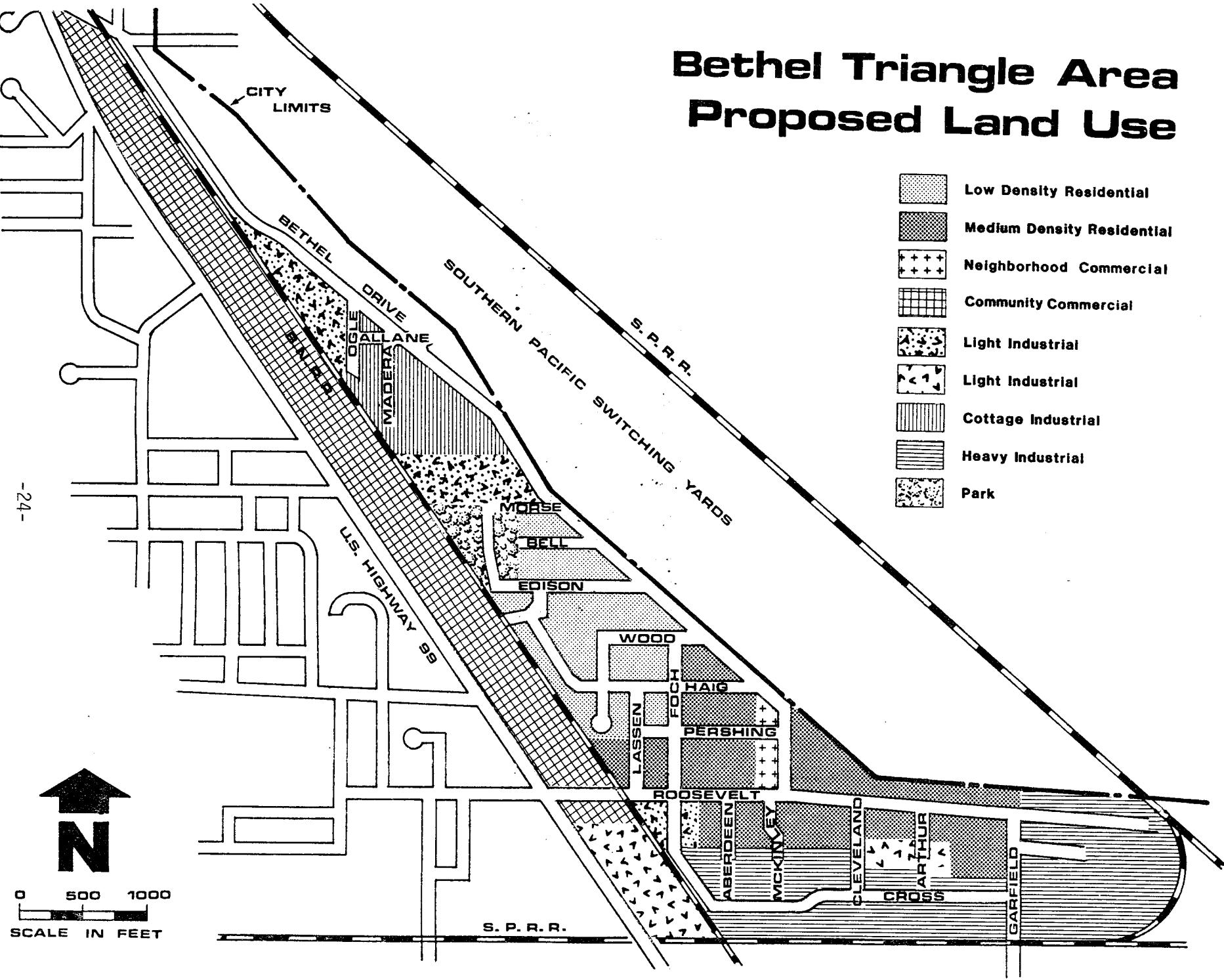
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 - d. rezoning should be considered for parcels now zoned for medium-density residential use to low-density residential use, where parcels do not take access or have frontage on Roosevelt Boulevard and where the property owner requests the rezoning.
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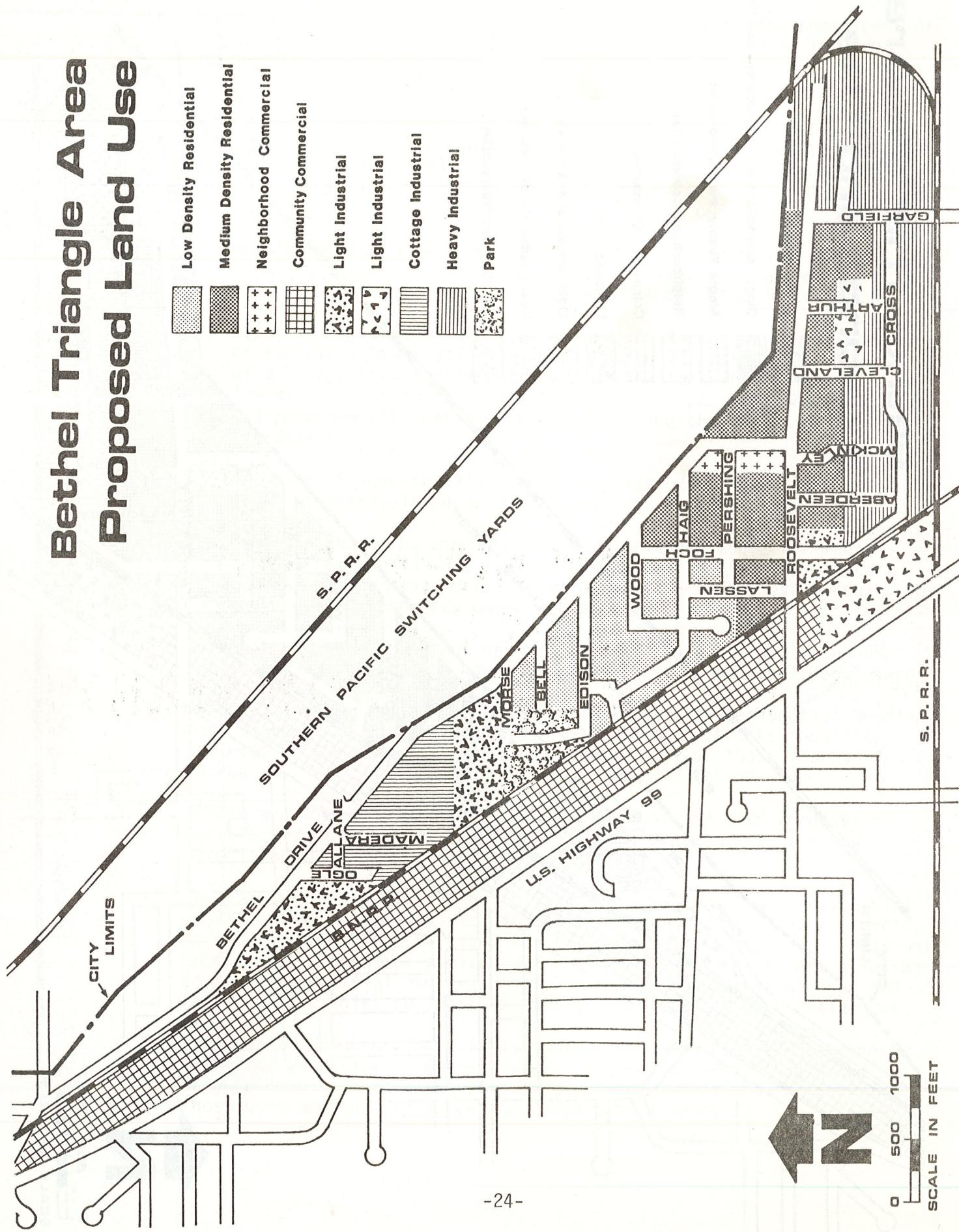
Bethel Triangle Area Existing Land Use



Bethel Triangle Area Proposed Land Use



Bethel Triangle Area Proposed Land Use



URBAN SERVICES and the URBAN GROWTH BOUNDARY

III. URBAN SERVICES AND THE URBAN GROWTH BOUNDARY

A. Introduction

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

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

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

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

B. Sanitary Sewers

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

The system will accomplish the following:

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

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

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

B. Sanitary Sewers

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

The system will accomplish the following:

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

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

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B. Parks

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

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

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

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

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

RECOMMENDATIONS: Parks

Policies

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

Proposals

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

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

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

RECOMMENDATIONS: Parks

Policies

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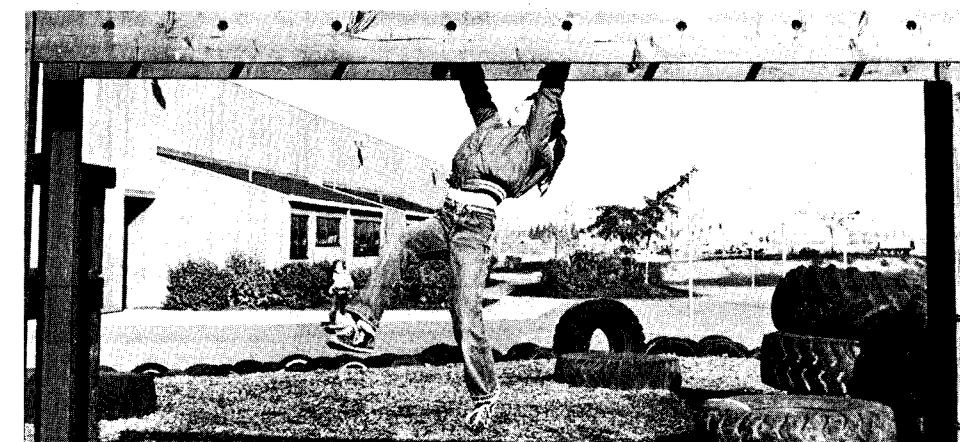
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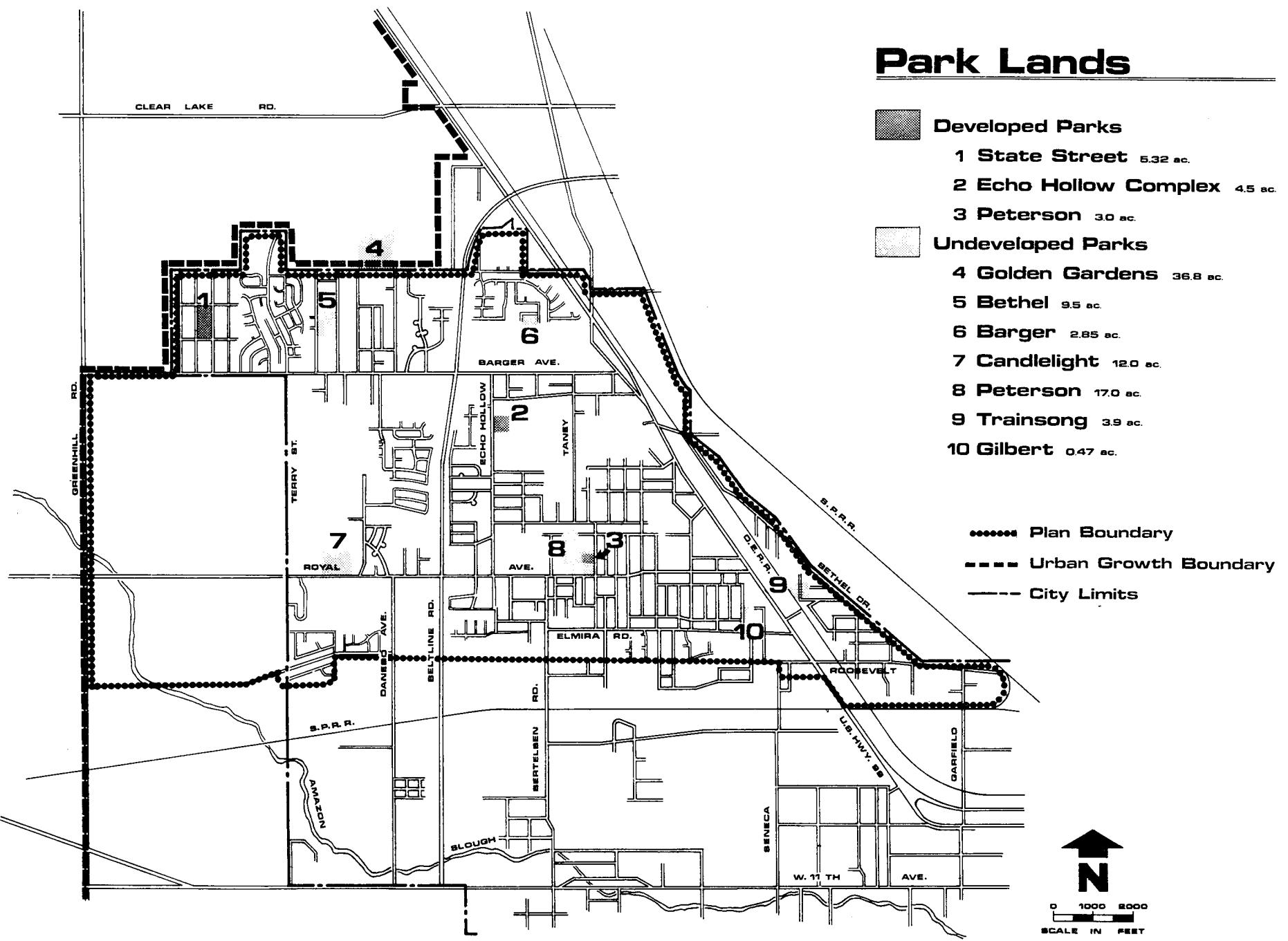
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- b. Move Bethel Park north to the north side of the storm channel.
- c. Acquisition of a 5-acre site north of Barger between Highway 99 North and Beltline Road. (Note 2.5 acres of this site has been recently acquired.)
- d. Provide cover for Echo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

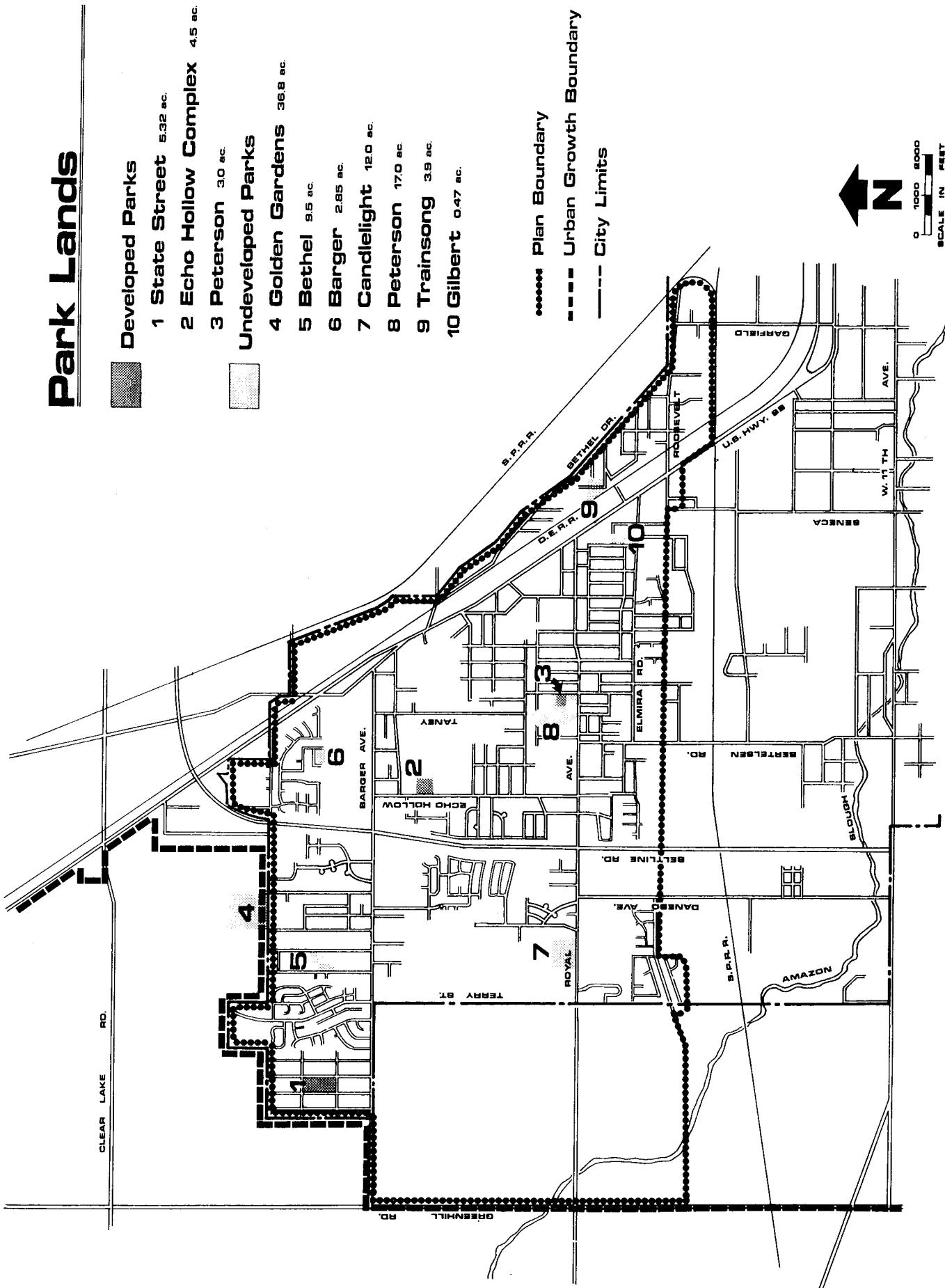


Park Lands



Bethel Danebo Area Refinement Plan

Park Lands



Bethel Danebo Area Refinement Plan

D. Schools

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

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

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

RECOMMENDATIONS: Schools

Policies

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

Proposal

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

E. Fire Protection

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

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

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

RECOMMENDATION: Fire Protection

Policy

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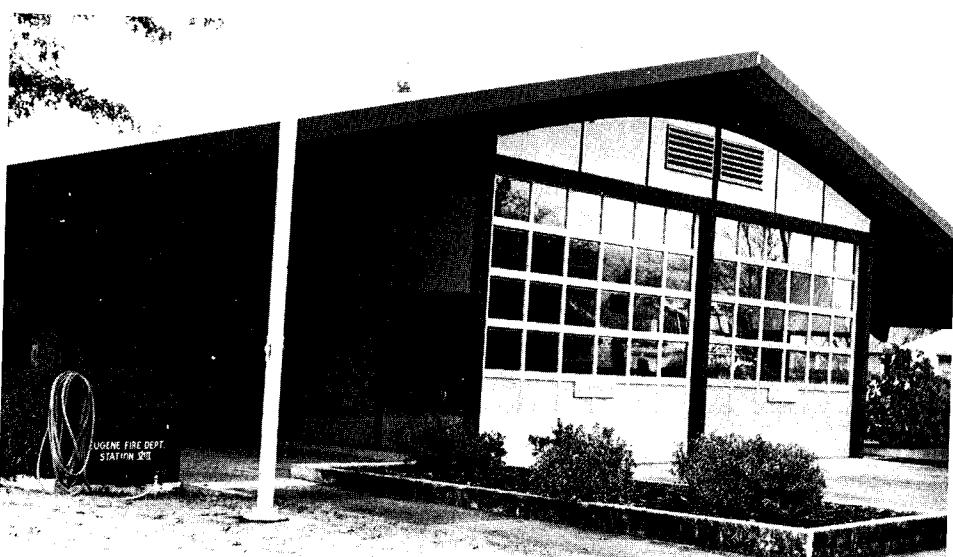
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RECOMMENDATION: Fire Protection

Policy

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



F. Electric Power and Water

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

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

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

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

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

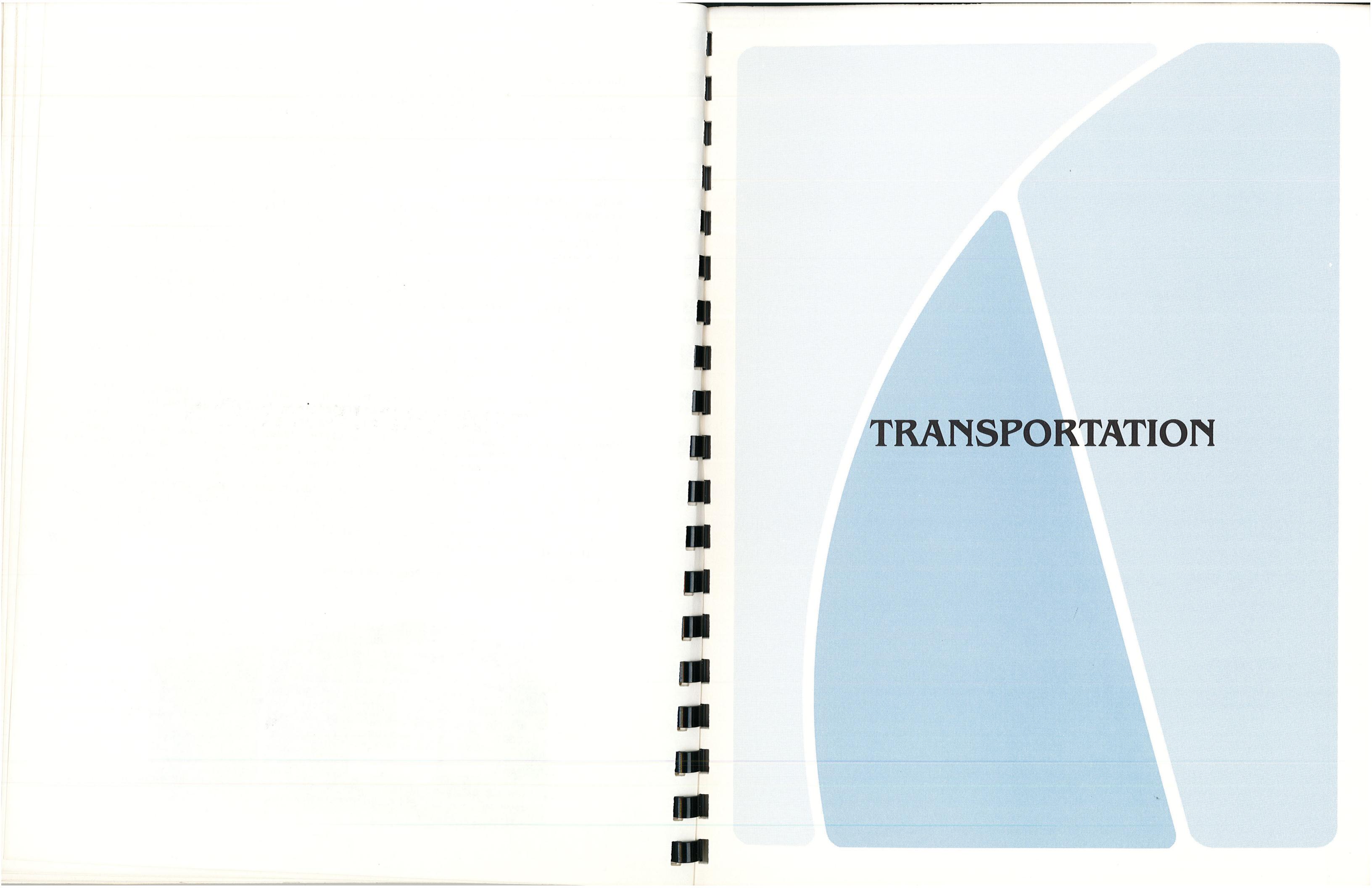
RECOMMENDATIONS: Electric Power and Water

Policies

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

Proposals

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



TRANSPORTATION

IV. TRANSPORTATION

A. Streets

The following goals and findings reflect those issues responsible for meeting the needs of the Bethel-Danebo area using current planning policies:

Neighborhood Goal:

To provide a safe, pleasant, efficient circulation system for foot, bicycles, automobile, and mass transit traffic.

Findings:

1. Roads divide the Bethel-Danebo area into various sections. Beltline Road bisects the area into two major sections. Highway 99 North and Southern Pacific railroad yards have isolated the Bethel Triangle area. Roosevelt Boulevard, west to Terry Street, will run along the south boundary of the plan area.
2. The major through streets are Highway 99 North and Beltline Road. The only minor through streets currently are Elmira Road, Royal Avenue, and Barger Avenue, running east and west; and Echo Hollow Road, running north and south;
3. Requests for alternate modes of travel are increasing; and
4. Many streets have simply evolved from "country lanes" to heavily traveled thoroughfares. Thus, their traffic load has increased substantially since they were originally built. Streets of prime concern are Barger Avenue and Royal Avenue, west of Terry Street, Roosevelt Boulevard, and Greenhill Road.

Streets within Bethel-Danebo's transportation network, like any urban area streets, can be classified in one of four categories. The streets are categorized on the basis of their function, or more specifically, on the degree to which their function is either land access or movement of traffic. Identifying and reinforcing a hierarchy of streets in Bethel-Danebo provides for separation of the potentially conflicting functions of through traffic movement and local circulation and land access. Streets whose primary function is movement of traffic are either minor or principal arterials, depending on the amount and volume of traffic moved. Streets which balance both functions of land access and traffic movement and which channel traffic between the local streets and the arterial streets, are collector streets. Streets whose primary function is land access are local streets.

Proposed Improvements to the Street Network

Many of the higher level streets in Bethel-Danebo area are scheduled for improvement by the Capital Improvement Program within the next few years. Since many of the proposed improvements coincide with transit routes and include bike and pedestrian facilities, such improvements will facilitate travel in those alternative transportation modes, in addition to facilitating the movement of auto traffic. Since adoption of Phase 1 of the Bethel-Danebo Refinement Plan in 1975, Echo Hollow Road, Royal Avenue, and Barger Avenue have been improved.

RECOMMENDATIONS: Streets

Policies

1. In newly developing portions of Bethel-Danebo, street network design should ensure that through traffic movements are adequately served by higher level streets (i.e., arterials and collectors) and that local traffic alone is encouraged to use the local streets, thereby enhancing the local character of the streets in residential areas.
2. When high traffic generators are located on higher level streets, particularly in the case of location on arterials, access should be controlled wherever possible and joint access by several uses encouraged.
3. On principal and minor arterials and collectors, the predominant function of carrying through traffic should prevail and removal of on-street parking privileges should occur where the traffic-moving function requires it and right-of-way is inadequate to accommodate both functions.
4. Where vacant parcels contain frontage on other than a local street (i.e., on an arterial or collector), development of the parcel should include provision for controlled access onto the higher level street, or, where possible, from an adjacent local street.
5. On collector streets, the land access service and the traffic moving functions are somewhat balanced. In improving these streets, the decision to remove on-street parking privileges should include consideration of the degree of impact on adjacent development.
6. In the future, location of collector and local street systems and land use planning should be coordinated to prevent occasions where the same collector or local street serves potentially conflicting land uses. For example, the same collector should not serve both industrial and residential development, except where an intervening street intercepts industrial traffic. The same local street should never serve both industrial and residential traffic.
7. Through movements should continue to be discouraged on local streets.
8. On local streets, the predominant function of land access and service should encourage the retention of on-street parking privileges.
9. Land use planning in Bethel-Danebo should not allow high traffic attractor-generators to locate on local streets.
10. The alignment of Roosevelt Boulevard Extension and adjacent storm channel is the dividing line between residential development on the north and industrial development on the south.

Design of this facility includes using the storm channel to buffer the effects of the arterial and industrial land use on residential land use to the north. The design will include the termination of Waite, Baxter, and Alva Park streets.

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Design of this facility includes using the storm channel to buffer the effects of the arterial and industrial land use on residential land use to the north. The design will include the termination of Waite, Baxter, and Alva Park streets.

11. Mechanisms shall be employed to encourage through truck traffic which travels on the residential portions of Bertelsen Road and Elmira Road to use the Roosevelt Extension once it is completed.

Proposals

1. Highway 99 North represents a complex problem in traffic movement versus land access and service. Therefore, this corridor should be the subject of additional study prior to any substantial improvements of the facility by the Oregon Department of Transportation.
2. In most cases, future developments along the proposed alignment for Terry Street should not be designed to take access directly from that potential minor arterial, but should be oriented to local streets.
3. Future residential development along Elmira Road, Bertelsen Road, and Barger Drive should be encouraged to take access from local streets rather than directly from these collectors or arterials.
4. Because of the form of residential development along Marshall Avenue (i.e., much of it with continuous lot-by-lot access directly from that street), its nature and status as a local street should be maintained.
5. Where rural collectors, e.g., Barger Avenue and Royal Avenue, west of Terry Street and Greenhill Road, have been identified and might evolve into higher level streets, [like Airport Road, Clear Lake Road, and Greenhill Road], development patterns should be discouraged which provide for direct access and service on a lot-by-lot basis from the existing collector. For example, development of Terry Street north of Barger Avenue does not provide driveway access to adjacent lots.
6. Barger Avenue and Royal Avenue, west of Terry Street and Greenhill Road, are used as rural collectors now. As development occurs, future street (right-of-way) plans should recognize that these streets will ultimately function as minor arterials.
7. Where removal of on-street parking privileges along a principal or minor arterial or collectors is required either by reconstruction of the street or by increased traffic, and substantial lot-by-lot access is taken directly from the arterial, alternatives to conventional on-street parking should be considered within the limits of existing or available right-of-way.
8. The City shall work with property owners and residents of the Bethel Triangle Neighborhood on the planned improvement of Roosevelt Boulevard and consider the feasibility of turn pockets at major intersections as an alternative to a continuous center turn lane. Considerations shall include the street's ability to safely handle the projected volumes and mix of automobile and bike traffic.

B. Mass Transit

The following goals and findings have been developed relative to mass transit service in the area:

Neighborhood Goal:

To emphasize public transit as a more desirable means of transportation.

Finding:

The present mass transit system is downtown oriented.

RECOMMENDATIONS: Mass Transit

Policies

1. Lane Transit District plans for strengthening a transfer point at Gilbert Shopping Center are significant in terms of the coordination of transit service in the neighborhood, as well as in the city as a whole, and should be supported by future transportation planning efforts in the area.
2. Lane Transit District should continue to be informed of major development proposals so that, among other things, transportation corridors which are suitable for mass transit service are provided.
3. When Lane Transit District is funded to provide shelters and signs within the Bethel-Danebo area, it should coordinate with Bethel-Danebo neighborhood groups and the City of Eugene for identification of possible sites.
4. The City of Eugene should continue working with the planning staff of Lane Transit District in determining shelter locations, transfer point locations, design of shelters, and bus pullouts.

Proposals

1. Because of the high proportion of home-to-work trips which take place within the Bethel-Danebo area, the possibility of instituting shuttle bus service to major employers should be seriously investigated and considered in future transit plans for the area.
2. As vacant land west of Beltline Road is developed, Lane Transit District should reevaluate routing systems to improve service to downtown and internal connections.
3. As vacant land west of Beltline Road is developed, provision for a second transfer point should be considered.

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3. As vacant land west of Beltline Road is developed, provision for a second transfer point should be considered.

C. Bikeways

The following goals and findings have been developed relative to bicycle facilities in the area:

Neighborhood Goals:

1. To establish safe bicycle paths which can accommodate all types of bicycles and riders; and
2. To physically separate bicycle paths wherever possible from motor vehicle routes.

Findings:

1. Bicycles continue to be an important method of transportation among Bethel residents of all ages;
2. While bikeway improvements have occurred, additional improvements are needed.
3. Certain facilities within the Bethel area, such as schools, parks, and shopping centers, will continue to be drawing increased bicycle traffic;
4. At present, two bikeways connect the Bethel-Danebo area to other parts of Eugene (see bikeways map on page ____); and
5. Bikeways are non-existent in the eastern Bethel-Danebo area along Elmira Road, Four Corners, and eastward tying into existing facilities outside the study area.
6. External bikeways connections from the Bethel-Danebo area are limited.

In the Active Bethel Citizens statement concerning bikeways in Bethel-Danebo, two aspects of bikeway planning are emphasized:

1. Internal circulation, i.e., the need to provide access by bicycle to schools, parks, shopping facilities, and employment centers within Bethel-Danebo;
2. External circulation, i.e., the need to provide bikeway connections between Bethel-Danebo and downtown, Valley River, and the University of Oregon.

Timing and phasing of improvements will be facilitated by the several proposed street improvements scheduled within the next five years that will include on-street bike lanes (see bikeways map on page 43).

Internal bikeway connections are facilitated by the existing bikeways along Echo Hollow, Marshall Floodway, through Malabon Elementary School, and at the end of Hughes Street, and will be further expanded with the proposed on-street bikeways. Potential additions to those existing or already planned facilities, have been identified by the Eugene Bikeways Master Plan (see map on page 43). External bikeway connections between Bethel-Danebo area and other parts of Eugene currently exist. Some of the on-street bike lanes proposed in conjunction with street improvements, illustrated on the map will improve external connections (see bikeways map on page 43).

RECOMMENDATIONS: Bikeways

Policies

1. Internal circulation by bicycle within the Bethel-Danebo area will be greatly facilitated by the proposed incorporation of bike lanes into the scheduled improvements of minor and principal arterials and collectors. Support for these scheduled improvements should continue.
2. Another major addition to internal bikeway circulation routes in the Bethel-Danebo area is being provided with the improvement of a bike-pedestrian way along the Marshall Floodway.

Support for additional external bikeways should be established and should be based on the following priorities:

- a. the proposed bike lanes on Roosevelt Boulevard and overpass over the Southern Pacific railroad tracks at the east end of Roosevelt Boulevard has the potential for significantly improving access by the Bethel-Danebo area residents to other parts of Eugene.
 - b. the Valley River Bike Bridge, in conjunction with the proposed Roosevelt Bikeway, the proposed class 1 path on Maxwell Road, and the proposed Owosso Bike Bridge, substantially improves access by Bethel-Danebo residents to Valley River Center and northeast Eugene.
3. The Eugene Bikeways Master Plan shall be used to implement bike facilities in the study area.

Proposals

1. Provision should be made for connections from the proposed bikeway along Beltline to the Golden Gardens Park site, as well as to any other existing or future parks and schools along the proposed route.
2. Considerations should be given to improving bike access for the Bethel Triangle Neighborhood. In addition to planned improvements on Bethel Drive and Roosevelt Boulevard, other access in the vicinity of Side Street should be investigated. It would provide an appropriate route to commercial development along Highway 99 North and/or a major link onto the Royal Avenue bike facility.

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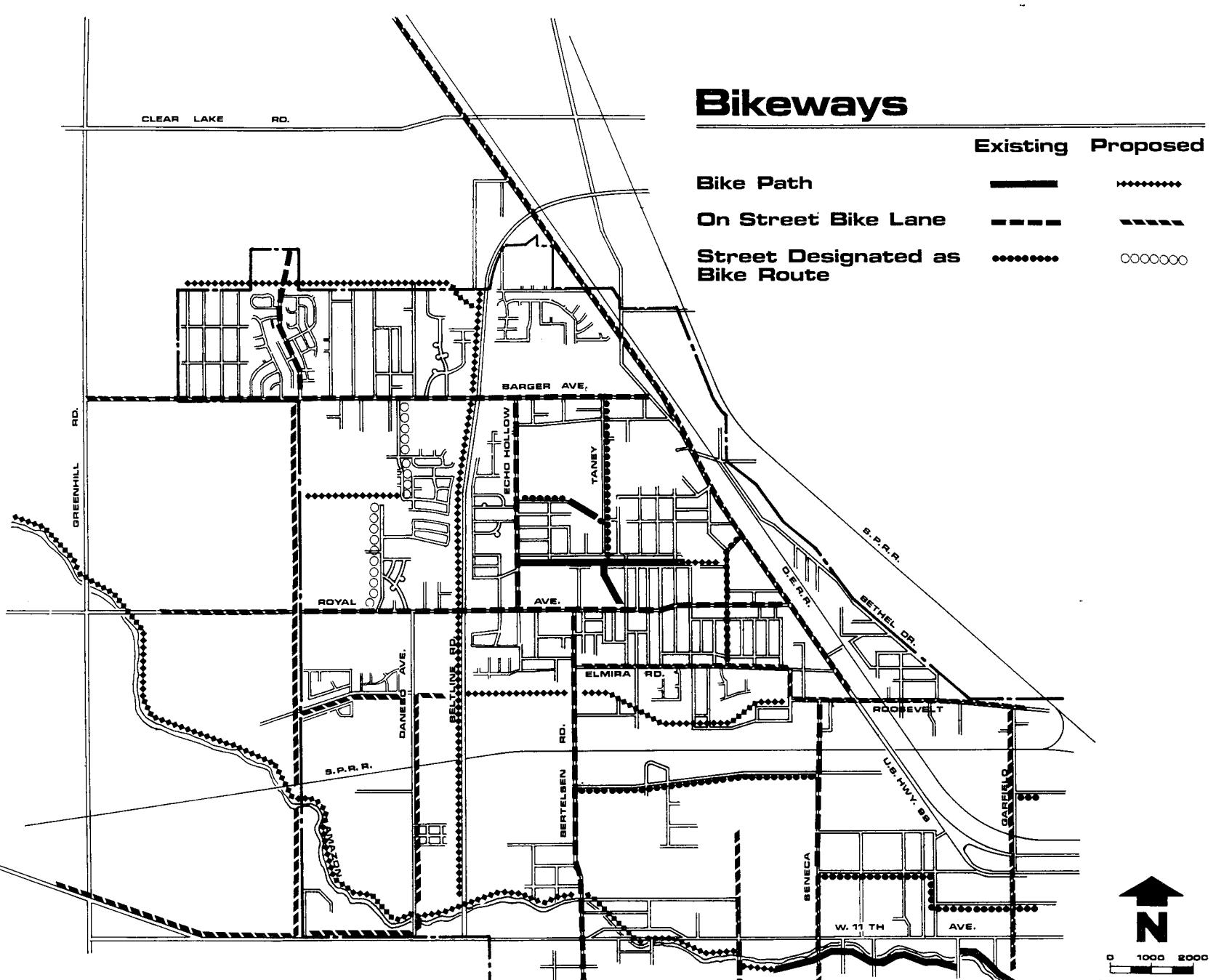
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Bethel Danebo Area Refinement Plan

D. Pedestrian Facilities

The following findings were developed relative to pedestrian facilities in the area:

Findings:

1. The pedestrian and bus passenger situation along many streets is extremely dangerous because there are inadequate road shoulders;
2. Safe pedestrian walkways on through streets need to be provided as required by either the amount of or danger to pedestrian traffic;
3. Pedestrian and bicycle access across intensive transportation corridors is needed; and
4. A pedestrian walkway system linking commercial, educational, and recreational points are needed.

Development of much of the Bethel-Danebo area occurred before annexation to the city in 1964. Therefore, many existing streets are unimproved, including lack of provision for pedestrian movements. The scheduled improvements for most of the unimproved arterial and collector streets will include sidewalk improvements. These proposed improvements are scheduled in the Eugene Capital Improvements Program, but will not adequately address all internal pedestrian circulation needs in the area. Additional existing and proposed improvements in the form of off-street bike-pedestrian facilities will also help to facilitate pedestrian movements to parks, schools, and shopping facilities. Eventually, according to existing City policy, all of the streets in the Bethel-Danebo area may be improved with sidewalks.

RECOMMENDATIONS: Pedestrian Facilities

Policies

1. Improvement of several arterials in the Bethel-Danebo area is scheduled in the Capital Improvement Program, including provision of some much needed pedestrian facilities. These scheduled improvements should continue to be supported.
2. Wherever possible, development of vacant parcels in the Bethel-Danebo area should be designed with attention to providing adequate bike-pedestrian connections to schools and park sites, as well as to existing and proposed bike-pedestrian ways.
3. Where possible, bike-pedestrian connections to existing and proposed park sites should continue to be improved in conjunction with the development of the parks.
4. The adopted sidewalk program applying to the study area shall be the guide for implementing sidewalk policies.

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4. The adopted sidewalk program applying to the study area shall be the guide for implementing sidewalk policies.

Proposals

Access to Malabon School should include permanent facilities for residents east of Taney Street involving a bike-pedestrian way extending Pattison Street through to Taney Street and provision of pedestrian improvements along Marshall Avenue.

WF:ce/PL115a1



A RESOLUTION ADOPTING THE BETHEL-DANEBO
REFINEMENT PLAN UPDATE AND REPEALING RESO-
LUTION NO. 2468.

The City Council of the City of Eugene finds that:

1. In December of 1980 the Eugene Planning Commission initiated an update of the Bethel-Danebo Neighborhood Refinement Plan (Phase I) originally adopted in 1975. The plan update was initiated to reflect changes adopted in the Metropolitan Area General Plan, including the location and refinement of three residential/commercial development nodes and to address additional issues in the Bethel-Danebo plan area.

2. The area of the plan update includes the neighborhoods of the Active Bethel Citizens and the Bethel Triangle Neighbors and is defined by Greenhill Road along the west, Barger Avenue and the existing city limits line along the north and east, and the boundary between the residential and industrial zoning along the south to Terry Street, continuing west to Greenhill Road.

3. At the regular Active Bethel Citizens meeting of January 20, 1981, the Bethel-Danebo plan area was reviewed to determine representation on planning teams for the plan area. Because of the area's size, it was divided into three planning areas. The following month at a regular Active Bethel Citizens meeting on February 17, 1981, residents and property owners formed planning teams for each of the three areas.

4. The planning teams completed work on a draft of the Bethel-Danebo Refinement Plan Update in April of 1982 and the draft was mailed to all property owners, residents, and businesses within the plan area.

5. The plan update draft has been reviewed by the planning teams and the two neighborhood groups within the refinement plan area. The neighborhood planning team from the Bethel Triangle area voted unanimously on April 6, 1982 to forward the plan update draft to the Bethel Triangle Neighbors. On May 10, 1982, that neighborhood association reviewed and recommended that the plan update draft be forwarded to the Eugene Planning Commission. The planning team members from the Active Bethel Citizens Association area recommended the plan update draft to the Active Bethel Citizens Association on April 8, 1982, and on May 18, 1982 that neighborhood organization recommended the plan draft be forwarded to the Planning Commission.

6. The Eugene Planning Commission held a public hearing on the draft Bethel-Danebo Refinement Plan Update on June 8, 1982.

Public testimony and issues were presented by residents and property owners in the plan area. The Planning Commission identified revisions to the plan draft in response to public testimony and took action at its meeting of June 14, 1982 to recommend a revised version of the Bethel-Danebo Refinement Plan Update for adoption by the City Council.

7. The Eugene City Council held a public hearing on the Bethel-Danebo Refinement Plan Update on September 13 and considered recommendations from the Planning Commission, representatives of the Active Bethel Citizens and Bethel Triangle Neighbors, and members of the public.

8. The Planning Commission and City Council have reviewed the Bethel-Danebo Refinement Plan Update. Based on the findings herein and the public testimony, the City Council finds that the Bethel-Danebo Refinement Plan Update is consistent with the Eugene-Springfield Metropolitan Area General Plan, the 1974 Community Goals and Policies, and the Statewide Planning Goals, and should be adopted to replace and supercede the prior Bethel-Danebo Neighborhood Refinement Plan (Phase I) adopted by Resolution No. 2468.

Now, therefore, based on the above findings,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The policies set forth in the Bethel-Danebo Refinement Plan Update are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the Bethel-Danebo Refinement Plan area, and the explanatory text following the policies is recognized as clarifying and explaining the intent of the policies.

Section 2. The proposed land-use maps included in the Bethel-Danebo Refinement Plan Update are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan diagram.

Section 3. The proposals set forth in the Bethel-Danebo Refinement Plan Update are hereby recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy.

Section 4. The neighborhood goals set forth in the Bethel-Danebo Refinement Plan Update are recognized as statements which describe the hopes of people in the Bethel-Danebo area for the future of their neighborhood, but are not adopted as City policy.

Section 5. The revisions and errata of September 13, 1982, as set forth in Exhibit A attached hereto and incorporated by reference, are adopted as revisions to be incorporated in the Bethel-

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Section 5. The revisions and errata of September 13, 1982, as set forth in Exhibit A attached hereto and incorporated by reference, are adopted as revisions to be incorporated in the Bethel-

Danebo Refinement Plan Update.

Section 6. The revision of the proposed land-use map for the plan area as illustrated in Exhibit B attached hereto and incorporated by reference is adopted as a revision to be incorporated in the Bethel-Danebo Refinement Plan Update.

Section 7. The City Council hereby adopts as additional findings the supporting text, data, and maps contained in the Bethel-Danebo Refinement Plan Update.

Section 8. As adopted herein, the Bethel-Danebo Refinement Plan Update replaces and supercedes the prior Bethel-Danebo Neighborhood Refinement Plan, Phase I, and Resolution No. 2468 is hereby repealed.

The foregoing Resolution adopted the 13th day of September, 1982.

Karen Oldman
City Recorder