



Willakenzie Area

PLAN

SEPTEMBER 1992

This draft was prepared by the Willakenzie Planning Team, a group of residents and property owners who live and work in the Willakenzie area, aided by staff from the City of Eugene, Eugene Water & Electric Board, Eugene School District 4J, Lane Transit District, Lane Council of Governments, City of Springfield, and Lane County. At the time of adoption, the following staff were part of the project team:

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WILLAKENZIE AREA PLAN

Table of Contents

	Page
1. Introduction	
Plan Purpose	1
Citizen Involvement in the Planning Process	1
Plan Organization and Summary	1
Relationship to Metro Plan and Other Adopted Plans	3
Terminology	3
2. Willakenzie Planning Area Goals	6
3. Land Use Element	
Introduction	9
General Description of Willakenzie Area Land Uses	9
General Findings for the Willakenzie Area	10
General Policies and Proposed Actions for the Willakenzie Area	15
Land Use Diagram	18
Central Region	20
Gilham Subarea	21
Sheldon Subarea	24
Harlow Subarea	28
Oakway Subarea	31
Cal Young Subarea	34
Willagillespie Subarea	36
Goodpasture Island Region	41
North Region	47
Delta Subarea	48
North Central Subarea	50
Unincorporated Subarea	52
Coburg/Crescent Subarea	61
South Region	68
Ferry Street Bridge Subarea	69
Chase Gardens Subarea	71
Alton Baker Subarea	75

4. Transportation Element

Introduction	78
Characteristics of the Willakenzie Transportation Network	78
Functional Classifications	83
Transportation Infrastructure of the Willakenzie Area	87
Transportation Demand Management	95
Policies and Proposed Actions	97
Proposed Willakenzie Area Street Improvement Projects (Table T-1)	103
Proposed Willakenzie Area Bikeway Improvement Projects (Table T-2)	111

5. Public Safety Element

Introduction	115
Fire Protection and Emergency Medical Service	115
Police Protection	119
Traffic Safety	120

6. Public Facilities and Services Element

Introduction	122
Urban Transition and Annexation.	122
Sanitary Sewers	124
Storm Drainage Facilities	127
Schools	131
Water and Electric Service	132
Parks and Recreation Facilities	133

7. Neighborhood Design Element

Introduction	135
Entrance Corridors	136
Neighborhood Gateways	142
Commercial Area Design	145
Willakenzie Area Commercial Siting/Development Guidelines	146
Willamette Greenway	154
Natural Resource Area Protection	157
Historic Preservation	161
Gillespie Butte Site Development Standards	164

8. Implementation of the Plan

Priorities for Implementation	166
Plan Update	168

WILLAKENZIE AREA PLAN

Table of Maps

	Page
1. Land Use Element	
Willakenzie Context Map	9
Land Use Regions and Subareas Map	19
Willakenzie Land Use Diagram	Insert
Central Region Context Map	20
Gilham Subarea Map	22
Sheldon Subarea Map	25
Inset Map "A" for Sheldon Subarea	26
Harlow Subarea Map	29
Oakway Subarea Map	32
Cal Young Subarea Map	35
Willagillespie Subarea Map	37
Inset Map "B" for Willagillespie Subarea	39
Goodpasture Island Region Context Map	41
Goodpasture Island Region Map	43
North Region Context Map	47
Delta Subarea Map	49
North Central Subarea Map	51
Unincorporated Subarea Map	53
Inset Map "C" for Unincorporated Area	58
Coburg/Crescent Subarea Map	62
Inset Map "D" for Coburg/Crescent Subarea.	65
South Region Context Map	68
Ferry Street Bridge Subarea Map	70
Chase Gardens Subarea Map	72
Alton Baker Subarea Map	76
2. Transportation Element	
Entrance Corridors Map	82
Functional Classifications Map	84
Existing Traffic Volumes Map	86
Existing/Planned Transit Routes Map	88
Existing/Proposed Bikeways Map	92
Existing Sidewalk Map	94
Streets Requiring Special Driveway Access Control Map	96
Traffic Noise Control Corridors Map	99
3. Public Safety Element	
Public Safety Service Factors Map	117

4. Public Facilities and Services Element

Public Facilities Map	123
Sanitary Sewer Systems Map	125
Proposed Storm Drainage Systems Map	129

5. Neighborhood Design Element

Entrance Corridor Improvements Map (I-105: I-5 to Delta Highway)	137
Entrance Corridor Improvements Map (Delta Highway: I-105 to Beltline Road)	139
Entrance Corridor Improvements Map (Beltline Road: Willamette River to I-5)	141
Neighborhood Gateways Map	143
Willamette Greenway	153
Natural Resource Areas Map	158
Gillespie Butte Topographic Map	165

INTRODUCTION

INTRODUCTION

PLAN PURPOSE

The Willakenzie Plan is intended to provide background information and policy direction for public and private decisions affecting the growth and development of the Willakenzie area. The plan will guide the provision of public services such as sanitary sewers and street improvements. It will serve as a basis for evaluating private development proposals such as zone change requests. It will also provide a common framework for those engaged in the conservation, development, and redevelopment of the area.

CITIZEN INVOLVEMENT IN THE PLANNING PROCESS

The planning process for the Willakenzie Plan began in May 1988. During the summer and fall months of 1988 the following steps were taken to initiate the process:

- A citizen involvement program for the plan was prepared and approved by the Eugene Planning Commission and Citizen Involvement Committee;
- Data was collected on the area for use throughout the planning process;
- All residents and property owners were notified about the impending plan and were encouraged to participate in its development. Notification was provided in neighborhood newsletters, School District 4J publications, and public notices in community newspapers;
- A joint meeting of the Cal Young and Harlow neighborhood associations was held to discuss the plan and creation of a citizen planning team to guide the development of the plan; and
- An "Issues Forum" was held on two evenings in the planning area to allow area residents and property owners to identify issues that they felt should be addressed in the plan.

The Willakenzie Planning Team was formed in November 1988. The team consists of 12 voting members with six neighborhood group representatives, two unincorporated area representatives, three business representatives, and one representative from the sand and gravel industry. Planning team meetings were advertised and were open to the public.

A summary of the draft Willakenzie Plan will be mailed to all residents and property owners in the planning area before public hearings on the plan are held. A series of hearings will be held on the plan prior to its adoption including hearings: 1) in the plan area before the Cal Young and Harlow neighborhood associations; 2) before the Eugene Planning Commission; 3) before the Eugene City Council; 3) before the Lane County Planning Commission; and 4) before the Lane County Board of Commissioners.

PLAN ORGANIZATION AND SUMMARY

The plan consists of an introduction, a section on plan goals, five chapters or elements on specific planning issues, and a section on plan implementation. The various chapters are described below.

Plan Goals

Broad statements of philosophy that describe the intent of the plan. While it is generally recognized that all of the goals may not be completely reached, goal statements help establish a direction for action and serve to describe the desires of the community regarding the area's future.

The Land Use Element

Includes specific policies for all categories of land within the Willakenzie area and indicates specific locations for each land use type. A number of policies and proposed actions in the plan suggest ways in which the adopted Land Use Diagram for the area should change, including: 1) additions to the commercial, special light industrial, and light-medium industrial land base in the planning area; 2) shifts in the proposed location of future medium- and high-density residential designations throughout the area; 3) proposed development standards for commercial and industrial developments in the planning area; and 4) special protective standards for future development on Gillespie Butte.

The plan includes numerous policies directed at maintaining the qualities of existing low-density residential areas. It also includes policies intended to encourage mixed-use development within specified "opportunity areas." Mixed-use development in which residential, office, commercial, and institutional uses are combined in compatible arrangements, is seen as one way in which suburban neighborhoods can be made more vital and more responsive to increased demands on the area's transportation system.

The Transportation Element

A major focus of the plan. The Willakenzie area's streets and highways are heavily used by local and through traffic. Projected traffic volume increases of up to 50 percent on certain streets in the area are a concern to residents and property owners. This plan element contains policies and proposed actions that attempt to: 1) ensure an adequate transportation network for the area within the urban growth boundary (UGB); 2) provide for the development of new major streets in the urbanizable area within the UGB; 3) enhance opportunities for pedestrian, public transit, and bicycle travel within the planning area; and 4) reduce travel demand in the area. The element includes a list of proposed street and bike path improvement projects that, if constructed, will define the future transportation system for the area.

The Public Safety Element

Focuses on police, fire, and emergency medical services within the planning area. The plan contains policies and proposals to ensure improved service to the area and to increase the visibility and potential effectiveness of life safety personnel in the Willakenzie area.

The Public Facilities and Services Element

Includes a discussion of existing services and provides information on policies and proposals for the development of services which will be required as the Willakenzie area grows. The planning area contains about 1,000 acres of urbanizable land which will ultimately be annexed to the city and developed to urban standards. New development in the area will require extensions or other improvements to public facilities and services including, water and electric service, sanitary and storm sewers, schools, and parks and recreation facilities.

The Neighborhood Design Element

Focuses on the environmental character, identity, and visual qualities of the Willakenzie area. The suburban character of the area calls for a particular set of strategies to protect and enhance those qualities that appeal to area residents. This element focuses on visual improvement strategies for major streets; commercial and industrial areas; landmarks, such as Gillespie Butte and Delta Ponds; and neighborhood entrance points. It also proposes site review guidelines for commercial development with the intent of improving visual and functional characteristics of that development, establishes policies for the protection and enhancement of important natural resource areas, and includes policies for encouraging the protection of historic resources in the Willakenzie area.

Plan Implementation

Lists implementation priorities. These implementation priorities are recognized by elected officials as the most important actions to consider in carrying out the intent of the plan.

Appendix

The Appendix contains a variety of materials, including materials from the Issues Forums held in the Willakenzie area at the start of the planning process, demographic information from a variety of sources, informative maps not appropriate for adoption in the plan, and other background materials used in developing the plan.

RELATIONSHIP TO METRO PLAN AND OTHER ADOPTED PLANS

The Willakenzie Plan is a refinement of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) which was adopted in 1982. The Metro Plan is the guiding document for public decisions affecting the metropolitan area. Refinement plans must be consistent with the direction established by the Metro Plan. Any inconsistencies between the Metro Plan and the Willakenzie Plan will be addressed through amendments to the Metro Plan at the time of plan adoption.

Two geographic regions within the Willakenzie planning area are addressed in existing adopted plans. Both the Goodpasture Island Region and the Coburg-Crescent subarea in the North Region are the subjects of adopted plans. The Coburg-Crescent Special Area Study and the Goodpasture Island Study address land use, transportation, and public facilities issues in those areas. The Willakenzie Plan, upon its adoption, will supersede and take the place of the Goodpasture Island Study and the Coburg-Crescent Special Area Study.

TERMINOLOGY

The plan includes some terms that might need clarification for common understanding:

Findings are factual statements that result from investigations, analyses, or actual observations. They identify issues to be addressed in the plan and provide support for policy statements.

Policies are statements that suggest a specific course of action that will move the plan toward attainment of its goals. Policies are adopted by the City Council as guidance for decision-making within the plan area. City programs, actions, and decisions will be evaluated on the basis of their ability to implement adopted policies in this plan as well as other adopted City goals and policies. Because they are adopted by the council as the City's guide for action in this area, policies are the most important statements in the plan.

Policies in the Willakenzie Plan are preceded by a whole number (e.g., 1, 2, etc.) and are presented in bold print.

Proposed Actions are recognized (but not adopted) by the City Council as possible ways to carry out policies. In some cases, proposed actions will require further analysis and may or may not be carried out as stated in the plan, particularly because of funding limitations. Proposed actions are often ideas produced through public discussion.

Proposed actions are statements which follow a policy to which they apply. The proposed action statement is preceded by a number which indicates that it is a subset of the policy (e.g., 1.1, 1.2, 1.3, etc.)



Residential street in the Willakenzie planning area.

WILLAKENZIE PLANNING AREA GOALS

WILLAKENZIE PLANNING AREA GOALS

The purpose of the planning goals is to set an overall framework for planning in the area and to provide a check against findings, policies, and proposed actions that will be developed in later stages of the planning process. The following goals were derived from statements made at the Willakenzie Issues Forum and from planning team suggestions.

Provide for compatibility between existing and new development.

- Provide a balanced land use arrangement that promotes compatibility between residential and nonresidential uses while fostering environmental enhancement through the application of improved landscaping maintenance standards.
- Protect and improve the existing residential quality of the Willakenzie area.
- Ensure that new development is in scale and harmony with the existing neighborhood character.
- Provide for a range of housing choices.
- Provide opportunities for commercial and industrial development in a manner that is compatible with residential uses and natural values.
- Encourage the application of site development standards that result in reductions in noise, litter, and light pollution from nonresidential uses.
- Provide for the protection and enhancement of land designated park and open space in the Metro Plan and the Park and Recreation Plan as well as significant natural resources in the Willakenzie area, including, but not limited to, wildlife habitat areas, waterways, view sheds, and significant vegetation.
- Preserve important landmarks and historic resources.
- Provide for a transition from urban to rural uses near the edge of the urban growth boundary in a manner that protects the viability of existing rural and agricultural uses.

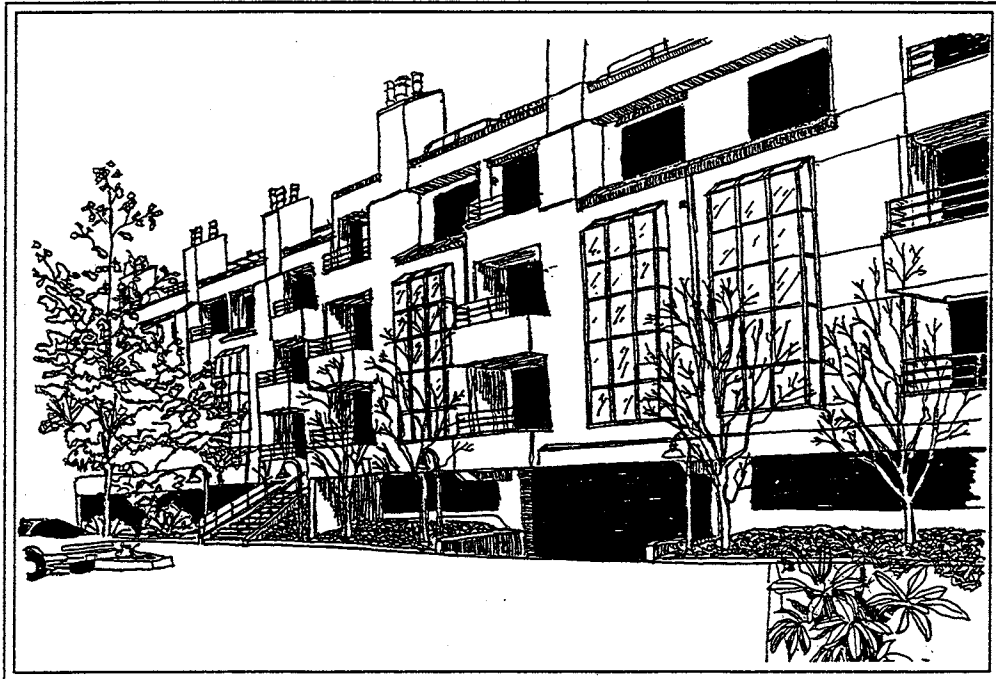
Develop a transportation network that: a) facilitates safe and convenient vehicular access; b) minimizes through traffic on residential streets; c) minimizes traffic impacts on existing and future land uses; and d) encourages alternative modes of transportation.

- Minimize the adverse impacts of high volumes of traffic on residential land uses abutting major streets.
- Encourage street tree planting and landscaping along public rights-of-way.

- Provide for the installation of sidewalks where appropriate to ensure pedestrian safety, enhance pedestrian mobility, and encourage pedestrian linkages to transit facilities.
- Reduce reliance on the single-occupant vehicle by providing facilities and services that promote alternate modes of travel.

Provide the people of the Willakenzie area with quality, essential public safety services equal to those provided to other areas of the city. Subscribe and conform to the highest professional standards in an effort to protect the constitutional rights, lives, and property of the citizens consistent with community goals and policies.

Provide for public facilities, services, and utilities in a manner that accommodates orderly, compact, and sequential growth.



The Willakenzie area includes a variety of housing types.

LAND USE ELEMENT

LAND USE ELEMENT

INTRODUCTION

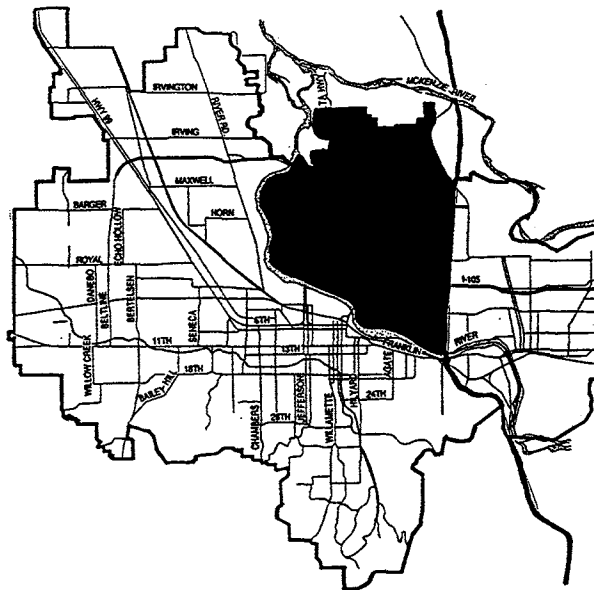
The Land Use Element examines the existing use of land in the planning area and establishes goals and policies for future use of the land. This element also contains a Land Use Diagram which depicts the desired land use pattern for all land within the Willakenzie planning area.

GENERAL DESCRIPTION OF WILLAKENZIE AREA LAND USES

The Willakenzie planning area lies north and east of the Willamette River and of the downtown central business district. The planning boundaries are the river on the south and west sides, the UGB on the north, and Interstate 5 on the east.

The plan area is approximately nine square miles (5,708 acres) in size, contains approximately one quarter of the land area within the incorporated limits of the city of Eugene, and with approximately 20,200 residents, contains about 20 percent of the city's total population. The area is characterized primarily by single-family residential uses, although significant amounts of multiple-family residential, industrial commercial, and public uses, such as Alton Baker Park, also exist in the area. The area contains a large amount of vacant land or land which is not yet developed to its fullest capacity. More than 17 percent of the land area (976 acres) lies between the city limits and the UGB and is undeveloped.

The area is well served by a major arterial street system that provides excellent access to Interstate 5 and Springfield. Access to Eugene is provided via various bridges across the Willamette River. Sand and gravel resource areas exist in the area to the north of the UGB and adjacent to the planning area.



GENERAL FINDINGS FOR THE WILLAKENZIE AREA

The following findings apply to the Willakenzie planning area as a whole or to generalized land use categories within the Willakenzie area.

Land Use Findings

1. The Willakenzie area is primarily a suburban, low-density residential area. Major retail and community commercial development exists in the Valley River area, in various locations along Coburg Road, and along Green Acres Road, east of Delta Highway. There are few industrial uses in the area.
2. Approximately 70 percent of the plan area is designated for residential uses in the Metro Plan. Slightly more than seven percent is designated for commercial uses while less than five percent is designated for industrial uses. More than 15 percent of the total Willakenzie land area is designated Park and Open Space land in the Metro Plan. This area includes Alton Baker Park, the Willamette River Greenway, Delta Ponds, and three 18-hole golf courses.
3. Undeveloped land in private ownership constitutes the greatest single land use type in the Willakenzie area. More than 40 percent of the total land area under private ownership was vacant and available for development in 1986.
4. Within the study area there are 5,708 net acres (excludes streets and alleys). Approximately 83 percent of this total (4,732 acres) is within the corporate limits of the City of Eugene. The remainder, 17 percent (976 acres) is unincorporated.
5. The Willamette River Greenway extends for more than six miles through the planning area.
6. The first annexation of land within the Willakenzie area to the city of Eugene occurred in January 1960. More than 100 annexations were completed between 1960 and 1979. (See Appendix for annexation history of the Willakenzie area.)
7. The Willakenzie Interim Plan, adopted by the Eugene City Council in 1959 and updated in 1967, served as a general land use plan for the Willakenzie area prior to the adoption of the 1990 plan and subsequent adoption of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).
8. The Metro Plan, adopted in 1982, established land use designations and broad policies for the area.
9. In general, existing zoning is consistent with the Metro Plan.

10. The Metro Plan indicates that a refinement plan is needed for the Chase Gardens area. The Willakenzie Plan is the refinement plan which addresses planning issues in the Chase Gardens area.
11. The Goodpasture Island Study (1975) and the Coburg-Crescent Area Study (1981) are adopted refinement plans for subareas of the Willakenzie planning area. Upon adoption, the Willakenzie Plan supersedes and takes the place of these previously adopted plans.
12. Significant development activity and development pressures are occurring in the Willakenzie area as evidenced by residential and commercial building permit activity, zone change requests, and subdivision applications. Between 1986-88, commercial, industrial, and public projects valued at more than \$66 million were announced for construction in the Willakenzie area. Between 1985-88, commercial zone changes were approved for 42 acres of land in the Willakenzie area; this represents 42.5 percent of the total commercial zone change approvals in the city during that period. During the period 1987-88, 14 subdivision applications for the creation of 690 residential building lots were filed with the City for subdivisions in the plan area.
13. Existing public services and facilities are inadequate to serve the existing developed area within the city limits. Development of urbanizable areas will require the extension of existing services or the creation of new facilities and services.

Residential Findings

1. The percentage of owner-occupied dwelling units in the Willakenzie planning area (61 percent) is greater than in the city as a whole (46 percent).
2. The average household size for the Willakenzie area (2.57 persons per household) in 1980 was very close to the citywide average (2.6 persons per household). The trend, both nationally and locally, has been toward a reduction in the average number of persons per household. The average household size for the Willakenzie area in 1988 (2.33 persons per household) reflects that trend.
3. Eighty-three percent of the private, undeveloped land in the Willakenzie area is designated for residential use in the Metropolitan Area General Plan.
4. Almost 16 percent of the existing single-family dwellings in the area designated for low-density residential uses are built on lots exceeding 15,000 square feet in size. (See Appendix). This factor indicates that there are a substantial number of large lots in the area which have not yet been developed to their fullest capacity. If future infill development occurs on these lots, this infill could cause a substantial change in the character of existing neighborhoods.

5. Of the existing residential units, slightly more than 61 percent are single-family residences and slightly more than 21 percent are multi-family residences. (See Appendix).
6. Eighty-eight percent of Willakenzie area residential units have been constructed since 1950. Peak development occurred in the decade 1970-1979 when 33 percent of all residential units were constructed. See Appendix for a breakdown of residential building activity by decade.
7. A windshield survey conducted in 1983 to determine the condition of structures in the Willakenzie area (for the purpose of allocating Community Development Block Grant funds) indicates that residential structures are in good condition.
8. Residential densities in the Willakenzie area are generally lower than densities assumed in the Metro Plan. The Metro Plan assumed 5.15 dwelling units per acre for low-density residential development, 10.86 dwelling units per acre for medium-density residential development, and 25 dwelling units per acre for high-density residential development.
9. The Metro Plan assumed the development of approximately 13,700 new dwelling units on undeveloped land designated for residential uses in the Willakenzie area. Based on Metro Plan density assumptions, and the average household size of Willakenzie area households, approximately 31,900 additional persons could eventually reside in the plan area.
10. With the exception of densities for mobile home development, residential densities in the plan area (by housing type) are lower in the Willakenzie area than in the city as a whole.

Residential Densities by Structure Type, 1986

	Single-Family	Mobile Home	Duplex	Multi-Family
Units (in city)	5230	318	972	1881
Acres (in city)	1391	45	109	127
Units (unincorporated area)	263	220	4	5
Acres (unincorporated area)	147	31	1	1
Total Units	5493	538	976	1886
Total Acres	1538	76	110	128
Density	3.57	7.09	8.87	14.73
Eugene City-Wide Density	4.08	6.14	10.11	23.61

Source: Lane Council of Governments Research Division, based on 1986 Parcel File

General Commercial and Industrial Findings

1. A variety of commercial uses exist in the Willakenzie area. Commercial development occurs in a variety of forms, including:
 - A. Major Retail Center--Valley River Center is one of two major retail centers in the metropolitan area and is the only major retail center in the Willakenzie area;
 - B. Community Commercial--This type predominates in the planning area. Examples of developed community commercial centers are the Oakway Mall located at Coburg and Oakway Roads, Sheldon Plaza at Coburg Road and Cal Young Road, and Delta Oaks Shopping Center at North Delta Highway and Green Acres. Community commercial centers contain a broad range of commercial activities, including office uses, and are intended to serve the general area;
 - C. Strip Commercial--This commercial form is located along a portion of Coburg Road and is concentrated between the Ferry Street Bridge and Harlow Road. A limited amount of strip commercial development exists in the vicinity of Coburg Road and Willakenzie Road; and
 - D. Neighborhood Commercial--This type is intended to serve small, localized neighborhood areas of about 4,000 people. Only two neighborhood-scale commercial complexes exist in the Willakenzie area, one at Cal Young Road and Fir Acres and the other at Coburg Road and Game Farm Road.
2. As of 1989, commercial land uses occupied less than five percent of the total Willakenzie land area.
3. Approximately three fourths of the 410 acres in the study area designated for commercial development have been developed.
4. Requests for commercial rezoning in the Willakenzie area have focused on expansion of existing commercial nodes in the following locations:
 - A. Sheldon Plaza in the vicinity of Coburg Road and Willakenzie;
 - B. The east side of Coburg Road south of Willakenzie Road;
 - C. The west side of Oakway Road, north of Eastwood Lane;
 - D. The area on the north side of Goodpasture Island Road, west of Delta Highway; and
 - E. The east side of Coburg Road in the vicinity of Chad Avenue.
5. The Metro Plan established a floating node in the planning area, north of Crescent Avenue and between North Delta Highway and Coburg Road. Floating nodes are intended to accommodate a portion of the forecasted demand for commercial land. The exact location of the floating node is to be determined through the planning process for the Willakenzie Plan.

The Willakenzie floating node was assumed in the Metro Plan, to contain approximately five acres of commercial land and 20 acres of medium-density residential land.

6. During the past ten years, a substantial amount of commercial office development has occurred in the Willakenzie area.
7. As if 1989, approximately 250 acres of land were designated for industrial use in the Willakenzie area. Of that total, approximately 100 acres were designated for light-medium industrial development. The remainder was designated for special light industrial development.
8. Sand and gravel resources occupy significant areas of land along the Willamette and McKenzie rivers adjacent to the planning area.
9. Sand and gravel deposits are an important natural resource. However, activities and truck traffic associated with the extraction and processing of this resource may conflict with the development of other uses in urban and urbanizing areas.
10. Agricultural uses abut the study area on the north and northeast. Where urban and agricultural lands are adjacent to one another, farm use management problems are frequently created.
11. Development of the Gateway commercial area in Springfield east of I-5 will have impacts on the existing transportation system and on commercial land demand within the Willakenzie study area.
12. In the area south of Country Club Road, approximately 30 acres of land designated for medium-density residential use in the Metro Plan have been developed or are planned for commercial office uses.



New commercial office development in the Willakenzie area.

GENERAL POLICIES AND PROPOSED ACTIONS FOR THE WILLAKENZIE AREA

The following policies and proposed actions apply to the Willakenzie planning area as a whole or to generalized land use categories within the Willakenzie area.

Land Use Policies and Proposed Actions

1. The City shall use the Land Use Diagram and accompanying text and policies of the Willakenzie Refinement Plan, as well as other applicable City goals, policies, and plans, to provide policy direction for public decisions affecting the plan area.
2. The City shall ensure that future commercial development and redevelopment in the Willakenzie planning area is sensitive to and compatible with existing and planned development in the surrounding area.
 - 2.1 Amend the Eugene Code to ensure that commercial developments are attractive, compatible with surrounding land uses, and reflect recommendations in the Willakenzie Plan, the Commercial Lands Study, and other design studies.
 - 2.2 Apply the /SR Site Review suffix to all parcels zoned or designated for C-1 Neighborhood Commercial or C-2 General Commercial development in the Willakenzie planning area, using the Willakenzie Commercial Siting and Development Guidelines as the review criteria. These guidelines will be used to evaluate commercial development and redevelopment proposals until such time as the City adopts citywide commercial development standards or guidelines.
3. Retain existing significant vegetation whenever possible to provide buffering between residential and nonresidential uses, as well as between low-density and higher density residential uses.
4. Recognize Coburg Road, the Ferry Street Bridge, Beltline Road, Delta Highway, Interstate 5, and the Eugene-Springfield Highway (I-105) as designated entrance corridors to the city as identified in the adopted City of Eugene Entrance Beautification Study.
5. Site review procedures or special development standards shall be considered for properties which abut or face one another, when the uses permitted on those properties are potentially incompatible.
6. Minimize land use conflicts by promoting compatibility between low-density and higher-density residential land uses as well as between residential and nonresidential land uses.
 - 6.1 Encourage nonresidential land uses to provide landscaping with particular emphasis on parking-lot screening and provision of buffering between residential and nonresidential uses.
7. Mixed-use developments that combine living, working, and shopping opportunities shall be encouraged in the study area.

Residential Policies and Proposed Actions

1. Maintain the existing low-density residential character of existing Willakenzie neighborhoods, while recognizing the need to provide housing for all income groups in the city.
2. Require new medium-density residential development in the Willakenzie area to achieve a minimum density level of 10 dwelling units per acre and new high-density residential development to achieve a minimum density level of 15 dwelling units per acre. If a future citywide code amendment establishes different minimum density levels than are established in this plan, the levels established in the code will take precedence, except in the Chase Gardens High-Density Residential area. Development in this area shall achieve a minimum density level of no less than 15 dwelling units per acre.
 - 2.1 Amend the Eugene Code to establish minimum density requirements for medium- and high-density residential development within the Eugene urban growth boundary. The suggested minimum density requirements are 10 DU/Acre for areas designated Medium-Density Residential and 15 DU/Acre for areas designated High-Density Residential.
3. Ensure that development plans include street sizes adequate to meet future demands.
4. Encourage a mixture of housing densities and types to address the housing needs of a diverse population.
5. Encourage medium- and high-density residential uses in areas which have good access to commercial services, public open space, schools, parks, transit and other alternative modes of transportation.
6. Require that all new residential development adjacent to Beltline Road, Interstate 5, Delta Highway, and I-105 provide on-site noise buffering between the noise source and the new development.
7. Berms that are used to fulfill a noise-buffering requirement shall be landscaped and irrigated with a permanent irrigation system.
8. Promote compatibility between low-density residential land uses and medium- to high-density residential land uses.
 - 8.1 Apply the site review /SR suffix to all parcels designated medium- or high-density residential land use which directly abut low-density residential land uses.

General Commercial and Industrial Policies and Proposed Actions

1. The City shall encourage the development of programs to improve the overall appearance of existing and new commercial and industrial areas.
 - 1.1 Work with the Eugene Water and Electric Board (EWEB) regarding the relocation or underground installation of overhead utility lines (including methods of financing improvements affecting private property owners) in the Oakway commercial and Sheldon commercial nodes.
 - 1.2 Amend code provisions for parking lot buffering to provide for a more effective means of screening parking and on-site circulation from view.
 - 1.3 Incorporate standards in the code to require commercial and industrial development abutting entrance corridors to provide attractive landscape plantings in areas which can be seen from the corridors.
2. Minimize the impact of future neighborhood commercial development on adjacent residential uses through the application of Willakenzie Commercial Siting and Development Guidelines.
3. Encourage the consolidation of parking lots, development of joint access, and use of access controls on commercial and industrial developments.



Neighborhood market at Cal Young Road and Fir Acres.

LAND USE DIAGRAM

WHAT IS THE LAND USE DIAGRAM?

The Willakenzie Land Use Diagram represents the general future land use patterns that are desired for the Willakenzie area. It is a graphic expression of the policies found in this plan and is based on a number of factors, including:

- 1) the type of development that already exists in the area;
- 2) the type of zoning or other land use regulations already applied to the area;
- 3) unique physical and social/economic characteristics in the area;
- 4) ownership patterns in the area; and
- 5) goals, policies, and land use designations previously adopted by the City Council which have a bearing on the Willakenzie area and, in particular, the Eugene-Springfield Metropolitan Area General Plan.

HOW TO USE THE WILLAKENZIE LAND USE DIAGRAM

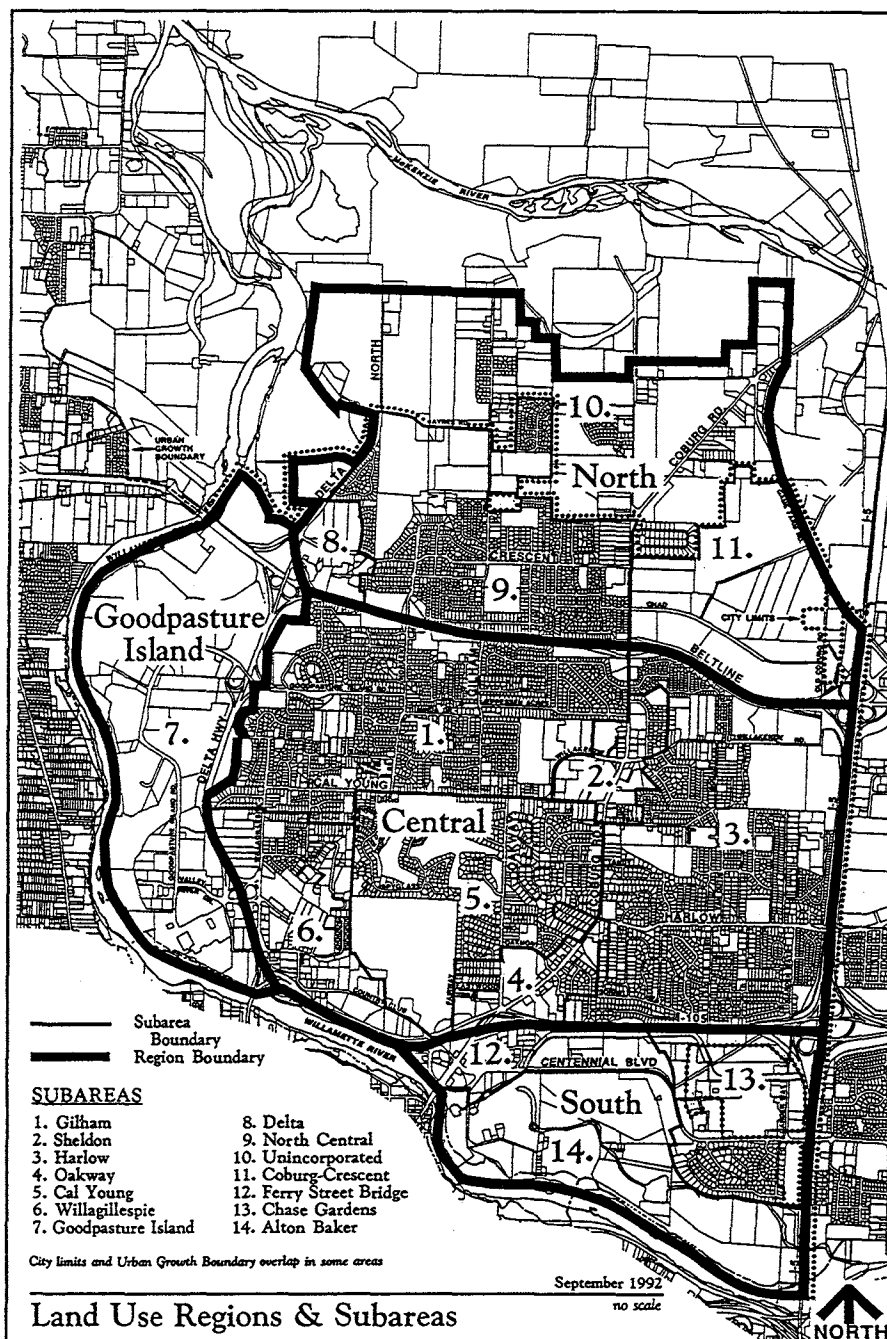
The Willakenzie Land Use Diagram and the accompanying text is meant to be used along with other policies in the Willakenzie Plan and the applicable City goals, policies, and plans to evaluate individual land use proposals. It is intended to be a guide for both public and private actions affecting the growth and development of the area.

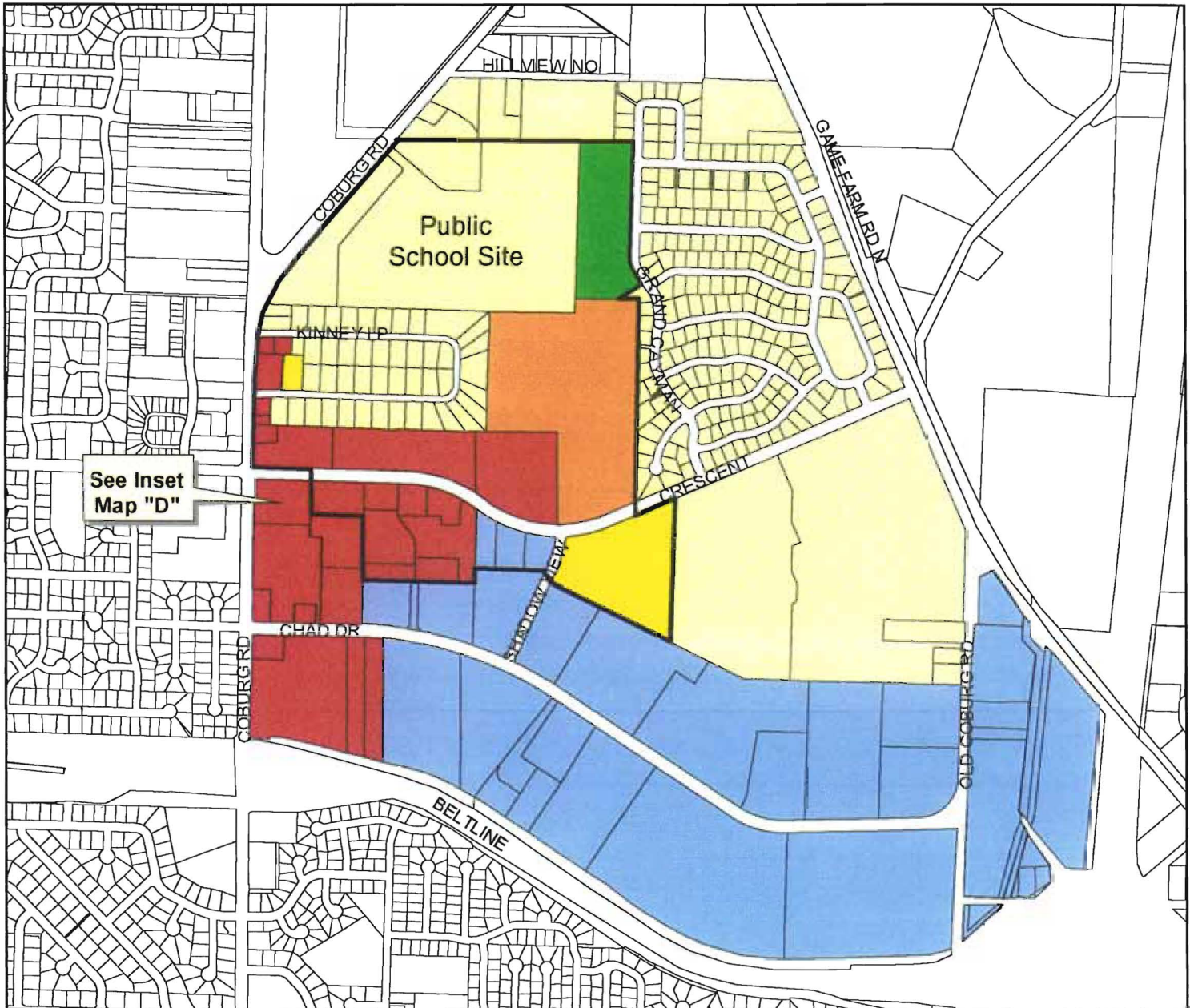
The Willakenzie Land Use Diagram is not a zoning map. In many cases, more than one zoning district would be consistent with the recommended land use pattern.

The Willakenzie Land Use Diagram is intended to indicate the type of future development that is desired for the area, while allowing flexibility for previously approved development.

LAND USE REGIONS AND SUBAREAS

Due to the large amount of land area that is addressed by the Willakenzie Plan, it was necessary to divide the plan area into smaller geographic sections to provide for better clarification of the maps and allow for greater ease in reading and interpreting the plan. These geographic sections will later be referred to as regions and subareas. More specifically, there are four regions: Central Region, Goodpasture Island Region, North Region, and South Region. Each of these regions is further divided into subareas (with the exception of the Goodpasture Island Region). The subareas provide a more detailed discussion of current land use, zoning history, policies, and proposed actions to implement the policies.





Willakenzie Land Use Diagram (Northeast Portion)

- | | |
|---|--|
| <ul style="list-style-type: none"> Low-Density Residential Medium-Density Residential High-Density Residential Parks & Open Space | <ul style="list-style-type: none"> Commercial Campus Industrial Crescent Avenue Nodal Development Area |
|---|--|

The area shown in color on this map incorporates all amendments to the Willakenzie Land Use Diagram as of December 10, 2003.



Amendments to the Willakenzie Land Use Diagram by the authority of the following ordinances:
 Ordinance No. 20302 (11/10/03)
 Ordinance No. 20282 (2/24/03)
 Ordinance No. 20283 (2/24/03).

CENTRAL REGION

A high percentage of land in the central region is developed with low-density residential uses. This subarea was annexed to the city through 33 separate annexations which occurred between 1960 and 1979. The average developed residential parcel size in the region is 16,905 square feet.

The region contains three separate and distinct commercial areas:

1. The area in the vicinity of Oakway Mall.
2. The area in the vicinity of Sheldon Plaza.
3. The commercial and general office area along Country Club Road and north of the Willagillespie Road/Valley River interchange.

Medium-density residential uses are generally concentrated around these commercial areas.

This region is divided into seven separate subareas to further describe existing land use characteristics and set forth policies to guide future development.



1. Gilham Subarea

This subarea consists primarily of single-family residential uses. It abuts Delta Ponds to the west and Beltline Road to the north. Approximately 24 percent of the total dwelling units in this area are in multi-family structures. Most building lots in the area have been developed.

Excluding public and semipublic uses, there are three nonresidential land uses in this subarea. A neighborhood market at the corner of Cal Young Road and Fir Acres is zoned C-1 Neighborhood Commercial. Greer Gardens is a commercial nursery business which is located on Goodpasture Island Road and which was established in 1961 (prior to annexation of the area). The nursery site is zoned RA Suburban Residential and is a permitted use in this area. The nursery occupies approximately 15 acres of land. The southwest corner of Beltline Road and Coburg Road is developed with an alcohol and drug treatment, inpatient, "specialty hospital" which was granted conditional use approval in 1980. This facility is zoned RA Suburban Residential.

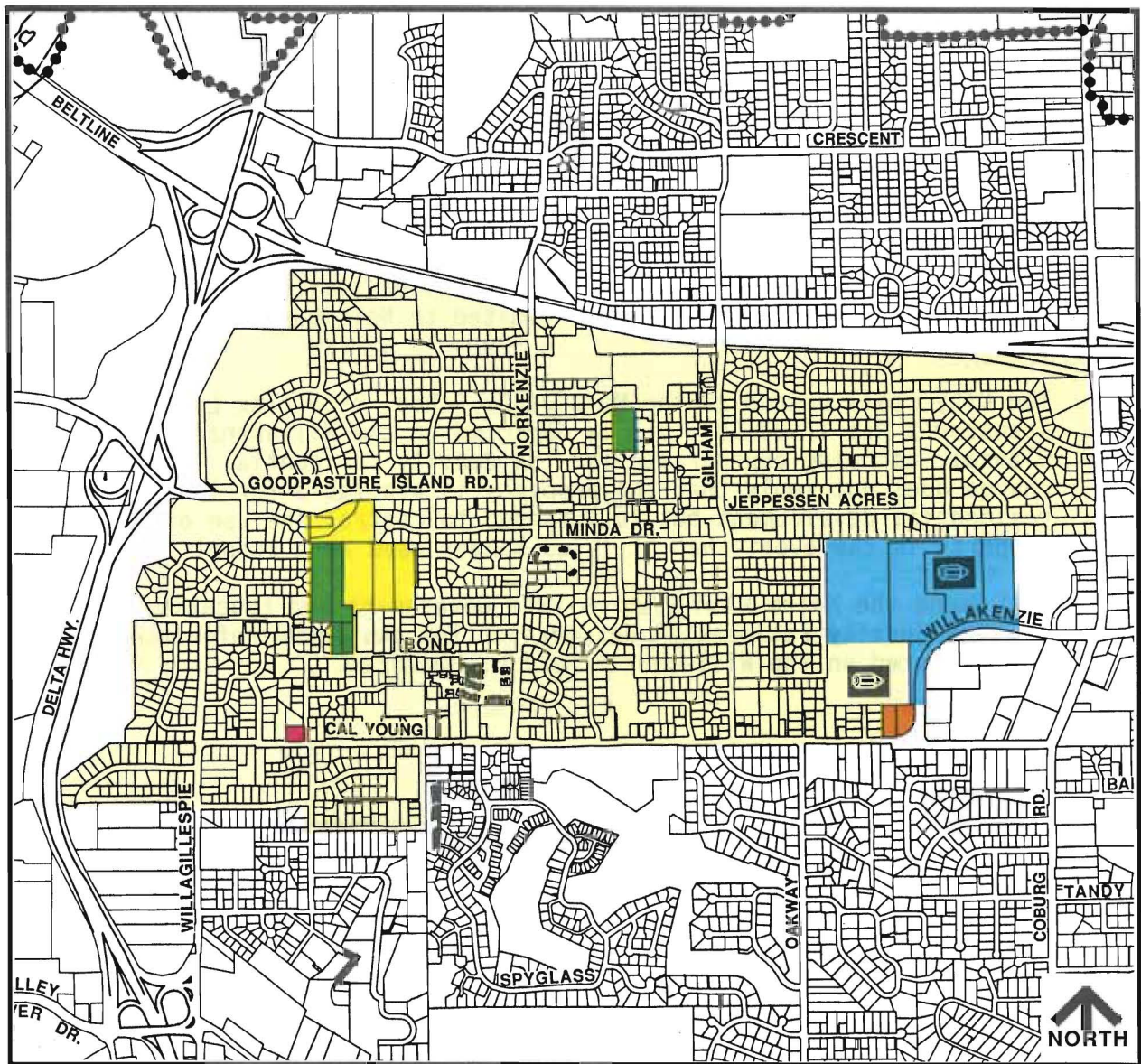
Several tax lots on the northeast corner of Gilham Road and Cal Young Road have been the subject of four zone change requests over the past 20 years, the latest occurring in 1986. The most recent request was for a change of zone from RA Suburban Residential to C-1 Neighborhood Commercial. The zone change request was denied primarily on the basis of incompatibility with surrounding residential uses.

Most of the area is zoned for low-density residential uses except: 1) Sheldon Meadows Community Center, Sheldon High School, and Meadowlark Elementary School sites which are zoned PL Public Land; 2) four parcels which are zoned for medium- and high-density residential uses; and 3) one parcel which is zoned C-1 Neighborhood Commercial and is developed with a neighborhood grocery store. The Metropolitan Plan designations for this area are low-density residential for the residential portion and Government and Education for the Sheldon Meadows complex.



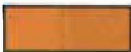



There are two neighborhood parks in the area; 1) Bond Lane Neighborhood Park, which occupies about six acres and is accessed from Bond Lane; and 2) Brewer Park, which is approximately two acres in size and is accessed from Brewer Street.

Gilham Subarea Policies and Proposed Actions

1. The parcels lying south of Goodpasture Island Road, currently occupied by Greer Gardens commercial nursery operation, shall be considered appropriate for medium-density residential development at the time that the property owner wishes to redevelop. In the event that redevelopment of the site occurs, vehicular access to the medium-density development shall be limited to the northeastern end of the site, across Goodpasture Island Road from Ridgeway Drive.
 - 1.1 Amend the Metro Plan Diagram from low-density to a medium-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.

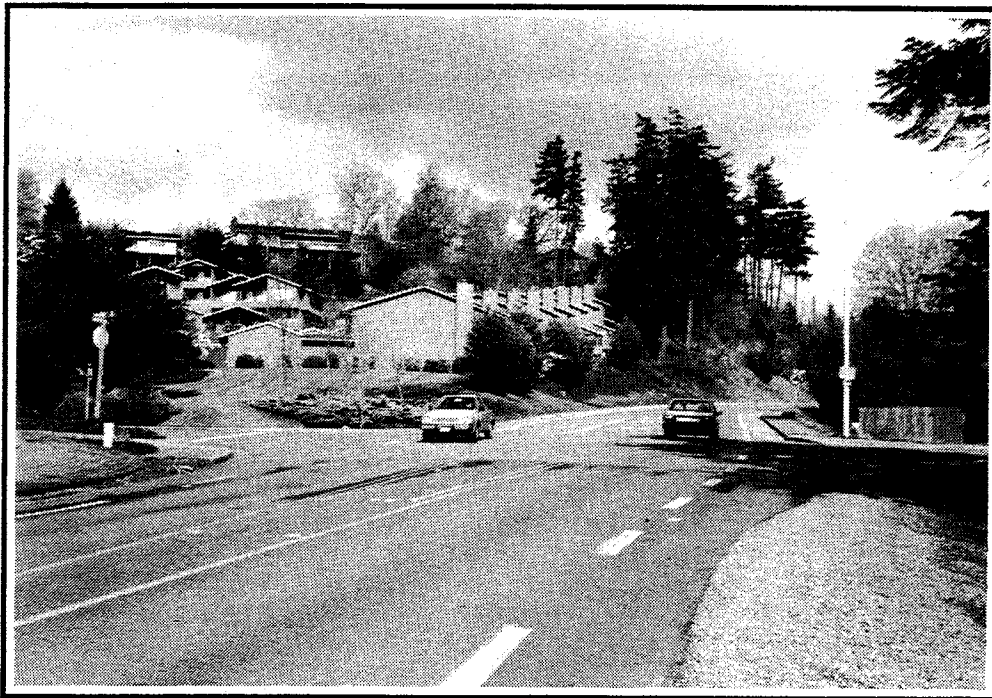


GILHAM SUBAREA

- | | | | |
|---|----------------------------|---|-------------------------------|
|  | Low-Density Residential |  | Public & Private School Sites |
|  | Medium-Density Residential | | |
|  | High-Density Residential | | |
|  | Commercial | | |
|  | Government and Education | | |
|  | Parks/Open Space | | |

No Scale

- 1.2 Place the /SR Site Review suffix on the parcels in conjunction with future rezonings to address compatibility and access concerns.
- 1.3 Provide for public pedestrian and bicycle access between future medium-density residential uses and Bond Lane Park.
2. Expansion or redevelopment of the neighborhood grocery at the northwest corner of Cal Young and Fir Acres shall conform to Willakenzie Commercial Siting and Development Guidelines and shall be limited to the existing tax lot. This site shall also be limited to Neighborhood Commercial zoning.
3. The City shall recognize the Meadowlark School site (Tax Lot 2200-- Assessor's Map 17-03-20-1 0), as depicted on the Willakenzie Land Use Diagram, as being appropriate for low-density residential land use. The change does not imply that the property is available for low-density residential development but is intended to control the use of the property in the event that it is no longer used as a school site.
 - 3.1 Amend the Metro Plan Diagram from Government and Education to a low-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.



Multiple-family residential development along Goodpasture Island Road.

2. Sheldon Subarea

This subarea is characterized by a mixture of land uses ranging from low- and medium-density residential to general office and commercial developments. Approximately 84 percent of the dwelling units in this subarea are in multiple-family structures. This subarea includes approximately 20.8 acres of land designated for commercial use (on the Metro Plan Diagram). There are between 15 and 20 acres of land zoned commercial, and one half acre is still undeveloped.

This subarea contains the Sheldon Plaza Shopping Center. This is a developed commercial center containing approximately 106,000 square feet of commercial uses located on eight acres. The Sheldon Plaza was first developed in the 1970s and contains a wide range of retail uses. In addition to this commercial node, there are a number of street-oriented commercial uses along Coburg Road including fast food restaurants, medical and dental clinics, banks, convenience stores, and other auto-dependent uses.

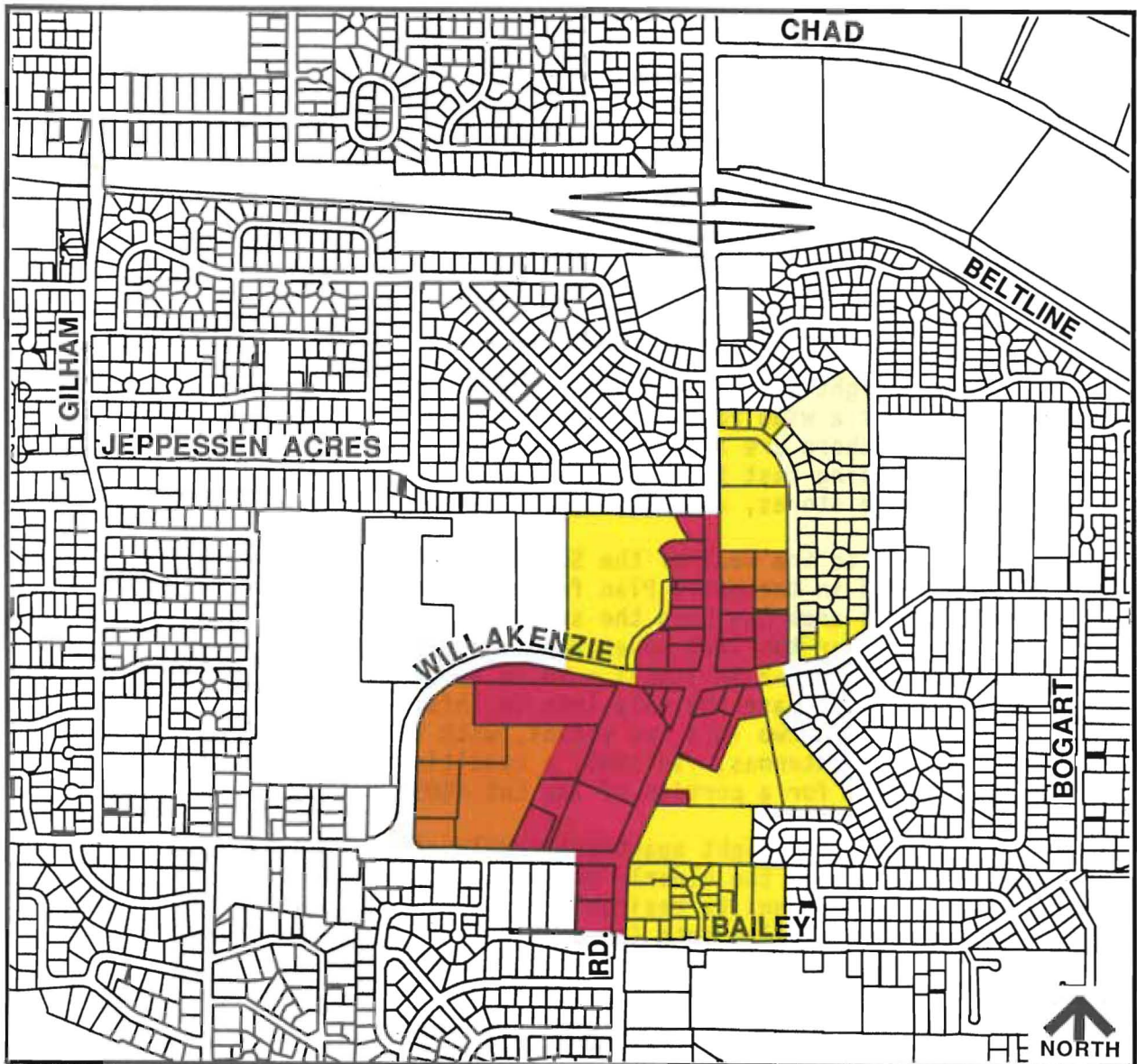
Directly adjacent to the west of the Sheldon Plaza are approximately 25 acres of land designated in the Metro Plan for medium-density residential development. This area has been the subject of a number of rezonings and land use applications over the last seven years. All of the rezonings involved a change from R-2/PD to R-3/SR (total = 16.25 acres). Tax Lots 4400 and 4411 contain 5.93 acres and are the only lots in this area that retain the original R-2/PD zoning. These two lots are vacant, with the exception of three large radio transmission antennas. In 1986, a conditional use permit for a dental clinic was approved for a portion of Tax Lot 4409.

There are approximately eight apartment complexes in this subarea, including one housing complex for the elderly near Cal Young and Willakenzie roads. In general, these medium-density residential uses are concentrated around existing commercial developments (such as those along Coburg Road). There are no parks in this subarea, nor are there any public schools. There is one church, located on the east side of Coburg Road, east of Cal Young Road.

There are two large care facilities for the elderly in this subarea: the Camlu Retirement Apartments at 2811 Bailey Lane and the Green Valley Care Center located at 1735 Adkins Lane. In addition, there is a smaller group care facility/home for the elderly on the east side of Coburg Road, just south of Cal Young Road. It is operated by Senior Professional Care.

Sheldon Subarea Policies and Proposed Actions

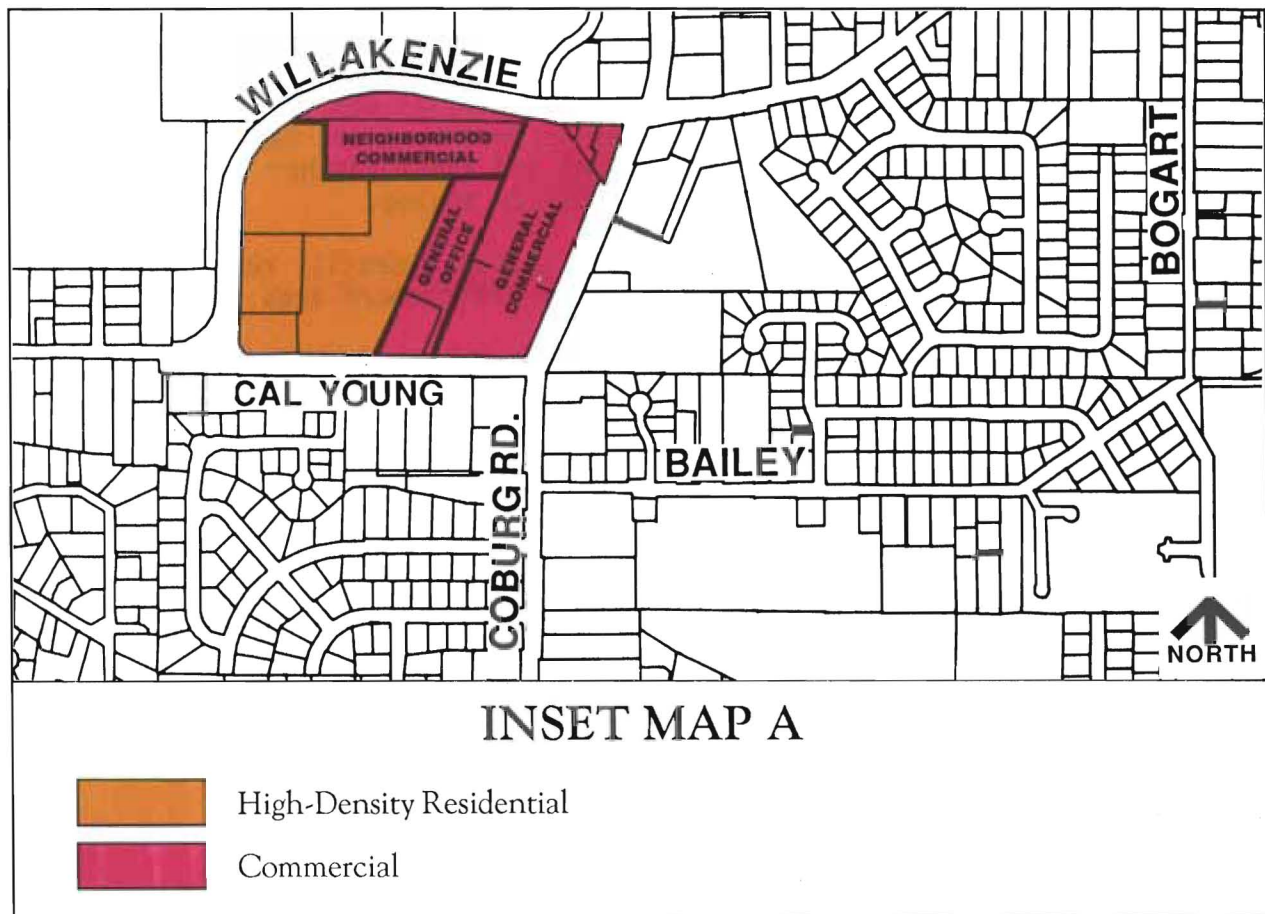
1. Encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Coburg Road.
2. New clinics shall not be allowed in residentially zoned areas.
3. Recognize the general office uses located on the southwest corner of Cal Young and Coburg roads and discourage future rezonings of this site and the abutting properties to a more intensive commercial use.



SHELDON SUBAREA

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial

No Scale



4. Recognize the existing general office and commercial uses located along the west side of Coburg Road, north of Willakenzie Road, and discourage future rezonings of these properties.
5. The City shall encourage the location of general office uses as a transition between commercial and residential uses.
6. The existing commercial developments at the northeast and southeast corners of Coburg and Willakenzie Roads shall not be expanded beyond their existing boundaries.
7. Recognize the existing medium- to high-density residential zoning and commercial zoning east of Coburg Road and north of Willakenzie Road (extending to the subarea boundary) and discourage any future commercial rezonings and residential rezonings to a higher density.
8. The City shall recognize the area at the northeast corner of Cal Young and Willakenzie roads (as depicted on the Willakenzie Land Use Diagram and refined by Inset Map A) as being appropriate for a high-density residential land use designation.
 - 8.1 Amend the Metro Plan Diagram from a medium-density to a high-density residential land use designation for the above-referenced area as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map A.)

9. The City shall recognize that the area on the north side of Cal Young Road, west of Sheldon Plaza (tax lots 4412 and 1413 and the easterly portion of 4409--Assessor's Map 17-03-20-1 0) as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map A) as being appropriate for commercial development and shall further recognize that those parcels be limited to General Office zoning.
 - 9.1 Amend the Metro Plan Diagram from a medium-density residential to a commercial designation for the above-referenced area.
10. The City shall recognize that the area on the south side of Willakenzie Road, west of Sheldon Plaza (tax lots 4400 and 4411--Assessor's Map 17-03-20-1 0) as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map A) as being appropriate for commercial development and shall further recognize that those parcels be limited to Neighborhood Commercial zoning.
 - 10.1 Amend the Metro Plan Diagram from a medium-density residential to a commercial designation for the above-referenced area.



Sheldon Plaza commercial area.

3. Harlow Subarea

This subarea abuts Beltline Road on the north, Interstate 5 on the east, and I-105 on the south. It contains the largest amount of undeveloped land in the Central Region. As of 1986, approximately 208 acres of land designated for residential use, representing 40 percent of the total residential land area, was vacant or in agricultural uses. The area consists primarily of single-family structures; approximately five percent of the dwelling units in this area are in multiple-family structures.

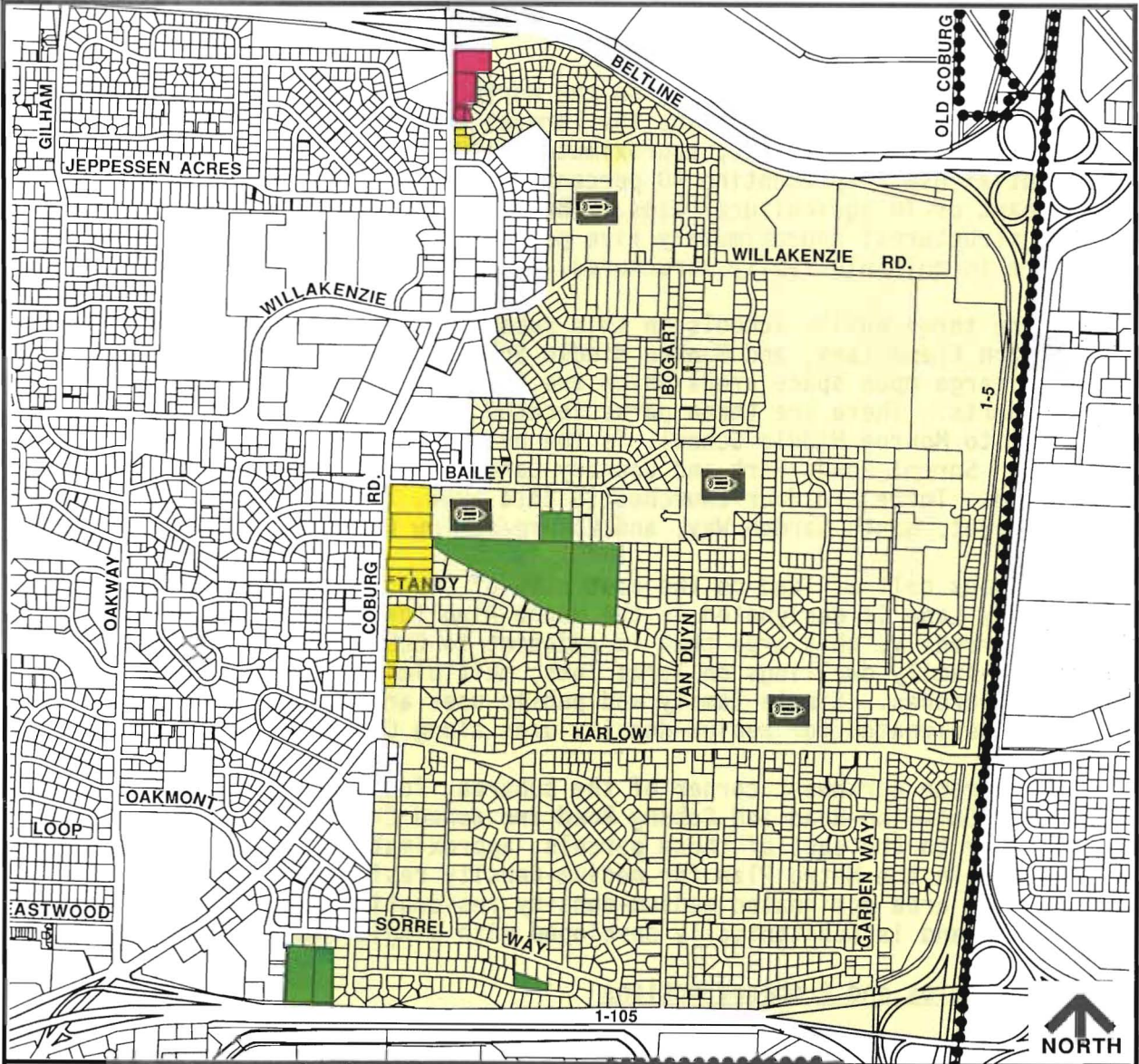
There are three public schools in this subarea: Willakenzie Elementary, Washington Elementary, and Monroe Middle School. All three school sites include large open space areas which are frequently used by the public for field sports. There are three parks located in the subarea. Ascot Park, adjacent to Monroe Middle School, is the only developed City park in this subarea. Sorrel Ponds Park and Country Lane Park are both partially developed. There are four churches in this area, located on Vernal Street, Honey Street, North Garden Way, and Coburg/Harlow Road.

A continuous belt of land on the east side of Coburg Road between Harlow Road and Bailey Lane is designated in the Metro Plan for medium-density residential uses. Currently, this area that is adjacent to Coburg Road includes a mixture of single-family dwellings on large lots, multiple-family dwellings, and several churches. Single-family and public uses are located to the west of the area designated for medium-density uses along Coburg Road.

In the extreme northwest corner of the subarea, four parcels on the southeast corner of Beltline Road and Coburg Road are zoned C-2/SR. The area immediately to the east of these parcels, approximately 17 acres in size, is designated in the Metro Plan for medium-density residential uses. However, most of the area designated medium-density residential was subdivided in the late 1970s and is substantially developed with single-family structures.

Harlow Policies and Proposed Actions

1. The City shall recognize parcels with frontage on the east side of Coburg Road, between Tandy Turn and Bailey Lane, as being appropriate for medium-density residential development.
2. The City shall require that medium-density residential development on the east side of Coburg Road, between Tandy Turn and Bailey Lane and between Adkins Street and Elysium Avenue, is developed in a manner that promotes compatibility between low-density and medium-density uses, enhances the visual character of Coburg Road (a designated Entrance Corridor), and limits traffic conflicts on Coburg Road and local streets.
 - 2.1 The City should apply the /SR Site Review suffix to all parcels designated medium-density residential on the east side of Coburg Road between Tandy Turn and Bailey Lane and between Adkins Street and Elysium Avenue.
 - 2.2 The City should encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Coburg Road.



HARLOW SUBAREA

- Low-Density Residential
- Medium-Density Residential
- Commercial
- Parks/Open Space
- Public & Private School Sites

No Scale

- 2.3 The City should encourage site development practices which promote compatibility between medium-density and low-density residential uses and consider aesthetic impacts on the Coburg Road entrance corridor.
3. The City shall recognize that the area on the east side of Coburg Road and east of the Chambers Communication commercial parcels shall be considered appropriate for low-density residential development.
- 3.1 Amend the Metro Plan Diagram from a medium-density to a low-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram. This amendment is recommended to recognize the existing development pattern in the area.
4. With the exception of four parcels (tax lots 4802, 4803, 4804, and 4301--Assessor's Map 17-03-20-4 4), all of which are zoned and designated medium-density residential, the City shall consider the area on the east side of Coburg Road, between Tandy Turn and Harlow Road, as appropriate for low-density residential uses.
- 4.1 Amend the Metro Plan Diagram from a medium-density to a low-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
5. The City shall recognize the area at the northeast corner of Coburg Road and Elysium Avenue (tax lots 8700 and 8800--Assessor's Map 17-03-16-33) as appropriate for commercial development. This area shall be limited to General Office zoning.



The plan proposes to maintain the existing low-density residential character of the Willakenzie area.

4. Oakway Subarea

This subarea was annexed to the city in the first Willakenzie annexation occurring in 1960. The commercial area is dominated by Oakway Center, a 285,000-square foot retail/office development built in 1966. Oakway Center is a community commercial-scale shopping center containing a wide range of retail service and office uses. The area has a total of 55 acres designated for commercial use, approximately six acres of which are undeveloped.

Approximately half of the subarea is designated for medium-density residential uses. A substantial portion (66 percent) of the total dwelling units in the area are in multiple-family structures.

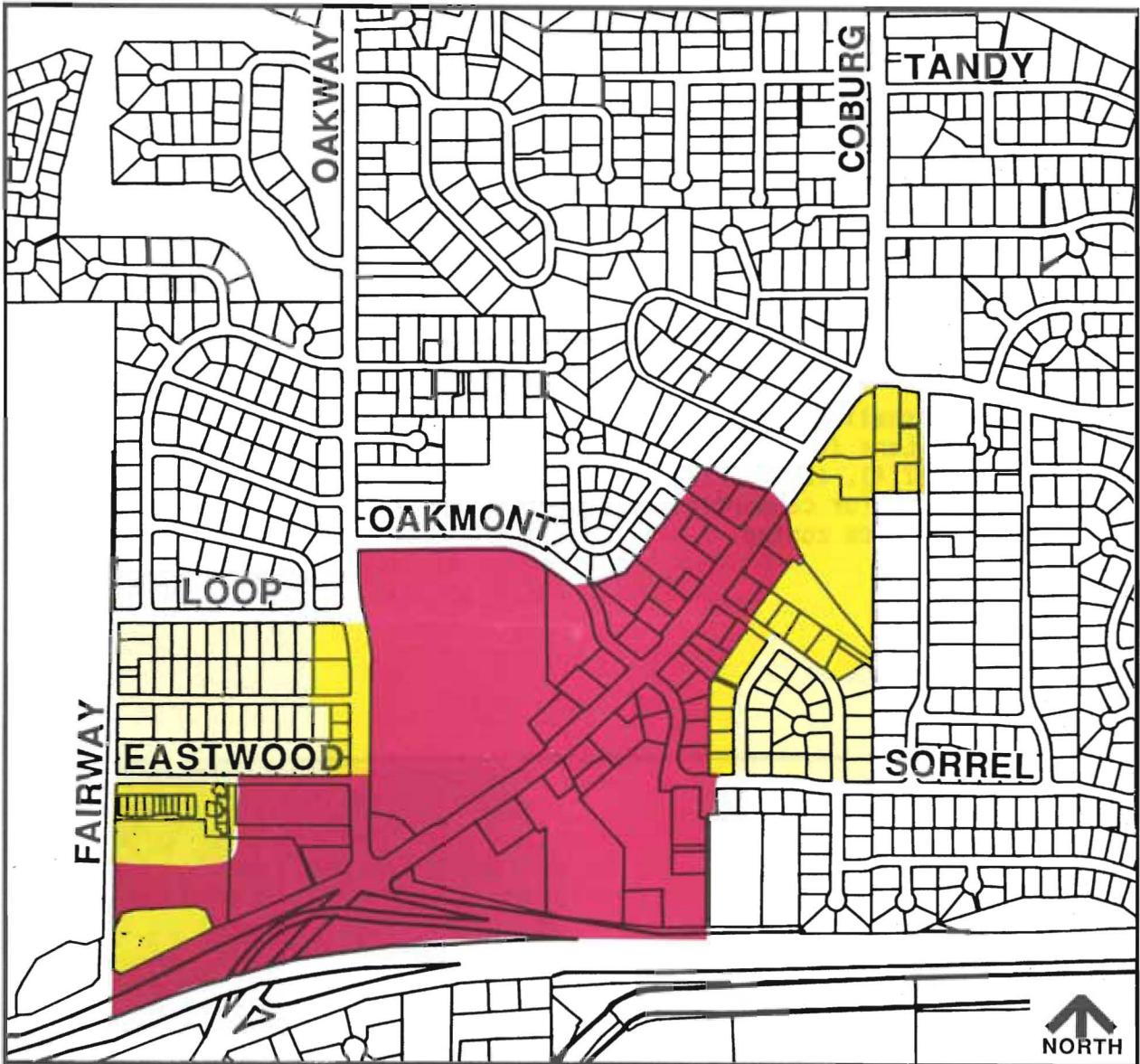
Coburg Road and Oakway Road cut through the commercial area. Parcels abutting Coburg Road contain a variety of commercial enterprises including motels, gas stations, fast-food restaurants, convenience stores, and other auto-dependent strip commercial uses requiring access to arterial streets. The Metro Plan discourages the expansion of existing strip commercial developments.

A single-family area on the east side of Coburg Road between Sorrel Lane and Rustic Place is bordered by commercial uses. This area is designated in the Metro Plan for low-density residential uses. Several of the commercial uses in this area have rear-yard parking and inadequate buffering between the commercial and residential properties.

A small commercial area (6.2 acres) exists on the west side of Oakway Road south of Eastwood Lane. In 1988, a 50-foot strip along the south right-of-way line of Eastwood Lane was rezoned from GO General Office to C-2/SR General Commercial with Site Review. In 1973 and 1979, attempts were made to rezone property abutting Oakway Road north of Eastwood Lane for office uses. Both zone change requests were denied. Historically, the City has maintained that commercial uses should not be allowed north of Eastwood Lane.

Oakway Subarea Policies and Proposed Actions

1. This area shall continue to be recognized as appropriate for commercial, general office, and medium-density and low-density residential uses.
2. The City shall limit commercial and general office development to those areas currently zoned for commercial and general office uses.
3. Parcels having frontage on Oakway Road between Eastwood Lane and Fairway Loop shall be considered appropriate for medium-density residential uses.
 - 3.1 Apply the /SR Site Review suffix to all parcels having frontage on Oakway Road between Eastwood Lane and Fairway Loop to address compatibility and access concerns.
 - 3.2 The City should encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Oakway Road.
 - 3.3 The City should encourage site development practices which promote compatibility between medium-density and low-density residential uses.

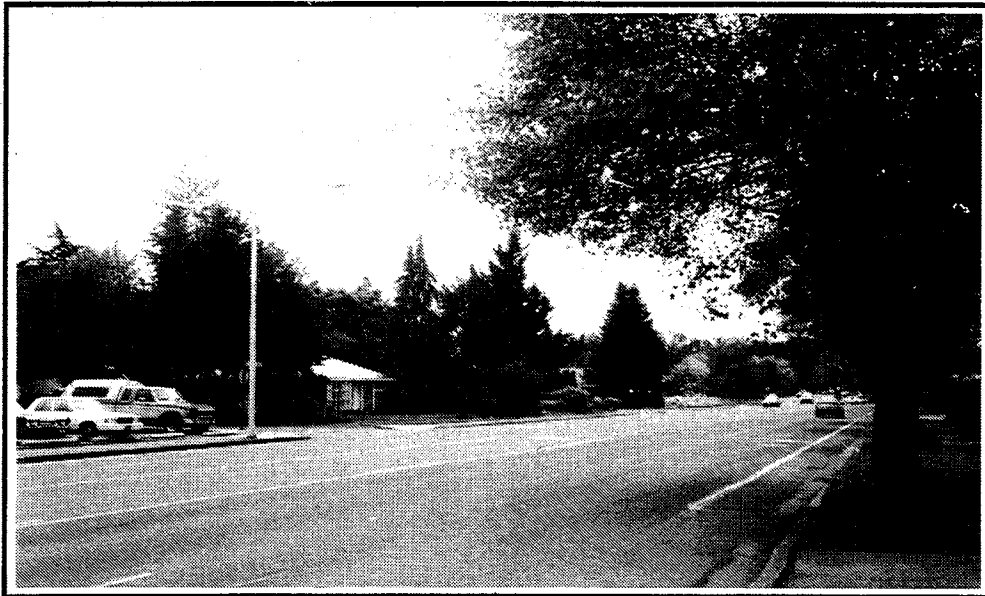


OAKWAY SUBAREA

- Low-Density Residential
- Medium-Density Residential
- Commercial

No Scale

4. The residential area which abuts commercial uses on the east side of Coburg Road between Sorrel Way and Rustic Place shall be considered appropriate for medium-density residential uses.
5. The City shall recognize the area north of Eastwood Lane, south of Fairway Loop, and west of Oakway Road (except for those properties described in Policy 3 of the Oakway subarea) as being appropriate for low-density residential use.
 - 5.1 Amend the Metro Plan Diagram from a medium-density to a low-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
6. The City shall recognize the area east of Fairway Loop and south of Eastwood Lane (the southerly portion of Tax Lot 5004--Assessor's Map 17-03-29-2 4), as depicted on the Willakenzie Land Use Diagram, as being appropriate for commercial development. This area shall be limited to General Office zoning.



A medium-density residential designation is proposed north of Eastwood Lane along Oakway Road.

5. Cal Young Subarea

This subarea consists primarily of single-family and multiple-family residential uses. Approximately 47 percent of the area's dwelling units are in multiple-family structures; many of these are developed at less than 10 units per acre. Few vacant lots remain in the area. The majority of the area is zoned R-1 Low-Density Residential with a lesser amount zoned RA Suburban Residential. One parcel is zoned H Historic. A single parcel on the west side of Coburg Road is zoned R-2 Limited Multiple-Family Residential.

Two 18-hole golf courses have been developed in this area. Both golf courses are designated Park and Open Space in the Metro Plan. There are two park sites: 1) Tandy Turn Neighborhood Park is developed; and 2) Oakmont Neighborhood Park is undeveloped.

Cal Young Subarea Policy and Proposed Action

1. With the exception of those parcels zoned for commercial uses, parcels fronting on Frontier Drive and Antelope Way shall be considered appropriate for low-density residential uses.
 - 1.1 Amend the Metro Plan Diagram from a medium-density to a low-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.



Oakway Golf Course.



CAL YOUNG SUBAREA

- Low-Density Residential
 - Medium-Density Residential
 - Parks/Open Space
- P Public & Private School Sites

No Scale

6. Willagillespie Subarea

This subarea consists of a variety of land uses including low and medium-density residential uses, medical and dental offices, general office uses, and commercial uses. Approximately 46 percent of the total dwelling units in this subarea are in multi-family residential use. The remainder of the dwelling units are in single-family use. This subarea contains approximately 50 acres of commercially zoned land, although only 10.5 acres of land are designated in the Metro Plan for commercial use.

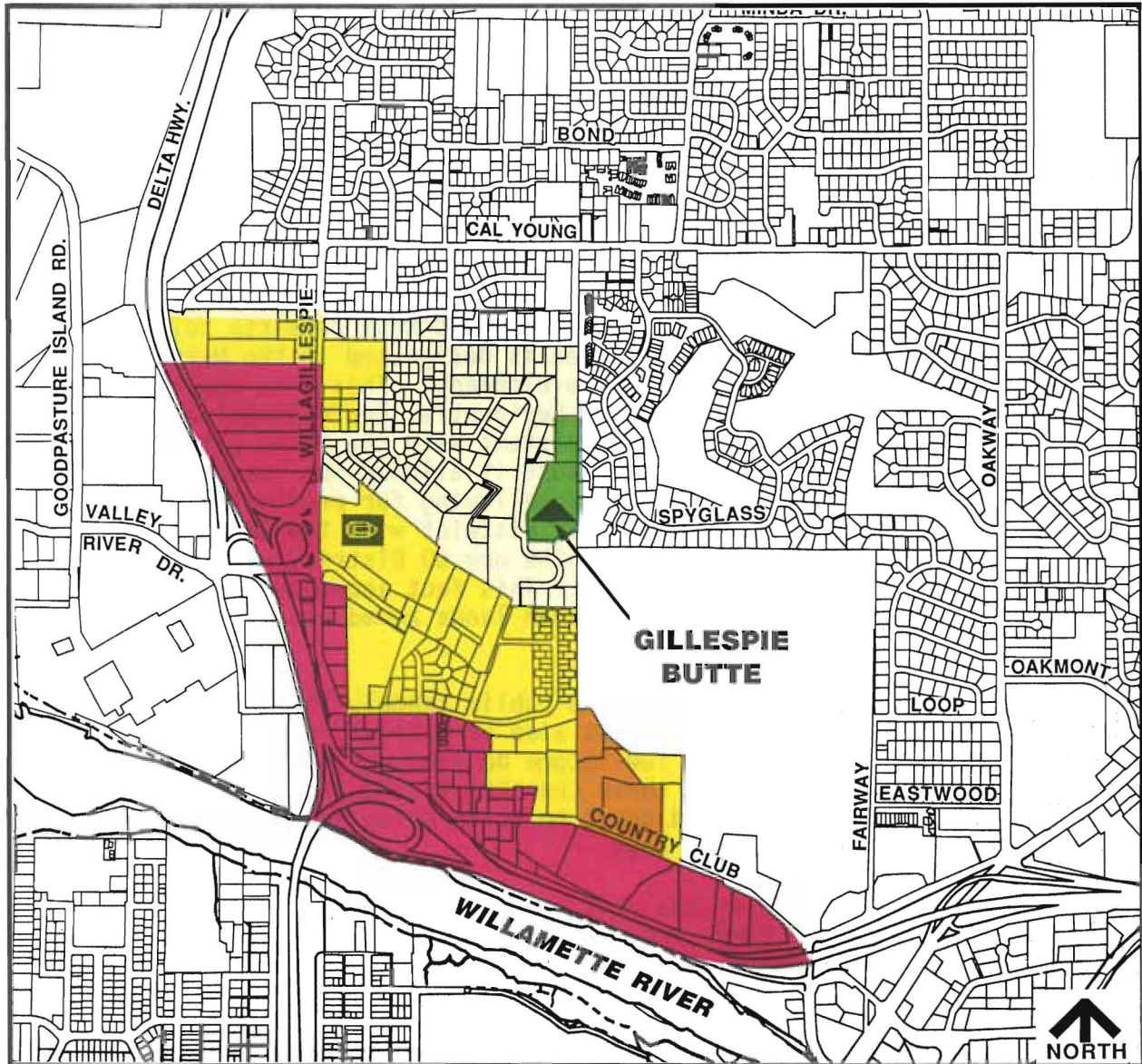
Development along the south side of Country Club Road consists solely of general office uses. However, this area is designated in the Metro Plan for medium- and high-density residential development. This area was annexed to the City in 1979 and rezoned to the RP Residential Professional zoning district. The RP zoning district was consistent with the Metro Plan designation for medium-density residential use because it allowed for residential use in the medium-density range (in addition to allowing for professional office use). In 1984, the City replaced the RP district with the GO General Office District. Unlike the old RP District, the new GO District was considered to be primarily an office zoning district. This fact accounts for the majority of the discrepancy in this subarea between lands zoned and designated for commercial uses.

The Willagillespie subarea includes one public school, the Willagillespie Elementary School, located on the east side of Willagillespie Road. In addition, there is one 25-unit, low-income housing project on Abbey Lane, off Willagillespie Road. There are three churches in the area. EWEB maintains an electrical substation located adjacent to North Delta Highway, north of the Delta Triad, off Willagillespie Road.







The Delta Triad is located on the west side of Willagillespie Road, north of the Delta Highway/Valley River interchange. The Delta Triad is a 3.14-acre commercial office development which is zoned GO/SR General Office District with site review procedures. In 1988, a zone change was approved for a 2.84-acre site (located 2 lots to the north of the Delta Triad) to C-2 General Commercial and GO District. The GO zoning was applied to the first 150 feet of the property (as measured west from Willagillespie Road) and the C-2 to the remaining portion of the site.

The Gheen Irrigation Works is located further to the north, past the Delta Triad and the EWEB Substation. This use has occupied this 10.25-acre site on the west side of Willagillespie for 50 years. Gheen Irrigation Works exists on property zoned RA Suburban Residential District and is a recognized nonconforming use. In addition to the site of the irrigation works, the Gheen family owns approximately 6.28 acres directly across the street on the east side of Willagillespie Road. The larger of these parcels (5 acres in size) is developed with two single-family houses and a paved parking area for the Gheen employees. This paved parking area is a nonconforming use in an RA Suburban Residential zoning District.

Gillespie Butte is located in the easterly portion of this subarea. EWEB owns the top of the butte, but has transferred maintenance rights to the City of Eugene. This publicly owned land on the top of the butte contains approximately five acres and is designated in the Parks Master Plan for a future



WILLAGILLESPIE SUBAREA

- | | | | |
|---|----------------------------|---|-------------------------------|
|  | Low-Density Residential |  | Public & Private School Sites |
|  | Medium-Density Residential | | |
|  | High-Density Residential | | |
|  | Commercial | | |
|  | Parks/Open Space | | |

No Scale

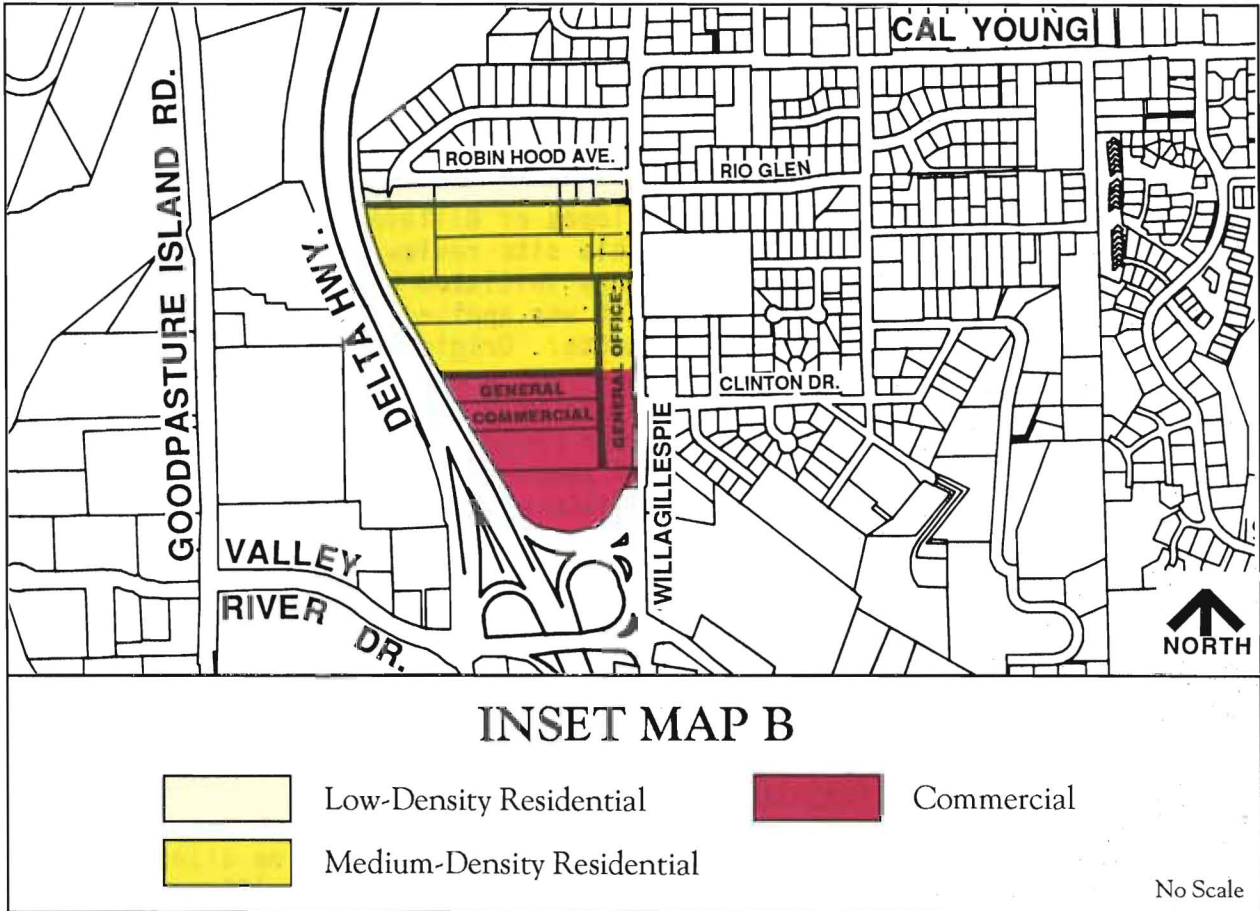
low-use park site. Adjacent to this site on the north slope of the butte is a pioneer cemetery known as the Gillespie cemetery. This cemetery was first established in 1896 and is a historic resource as noted in the Willakenzie Historic Context Report. In addition, the Metro Plan working papers list the top of the Gillespie Butte as a significant scenic resource.

A number of properties on the higher slopes of Gillespie Butte are subject to the site review zoning subdistrict. This site review subdistrict was placed on these properties in a 1982 zone change initiated by the Eugene Planning Commission. The site review subdistrict was applied to provide protection of the views to and from the top of the butte. Originally, the construction of single-family residences on existing lots was exempted from the site review requirements. The site review process was only required if a property were divided or if more than one dwelling were proposed on an existing lot. In June 1989, the Eugene Hearings Official amended (through a zone change approval) the existing site review subdistrict on the butte to include the requirement of a site review approval for all new single-family dwellings as well.

A number of properties along the flanks of Gillespie Butte are large parcels which are vacant. Development of these parcels has been limited by inability to provide adequate access and concerns regarding protection of the view to and from Gillespie Butte.

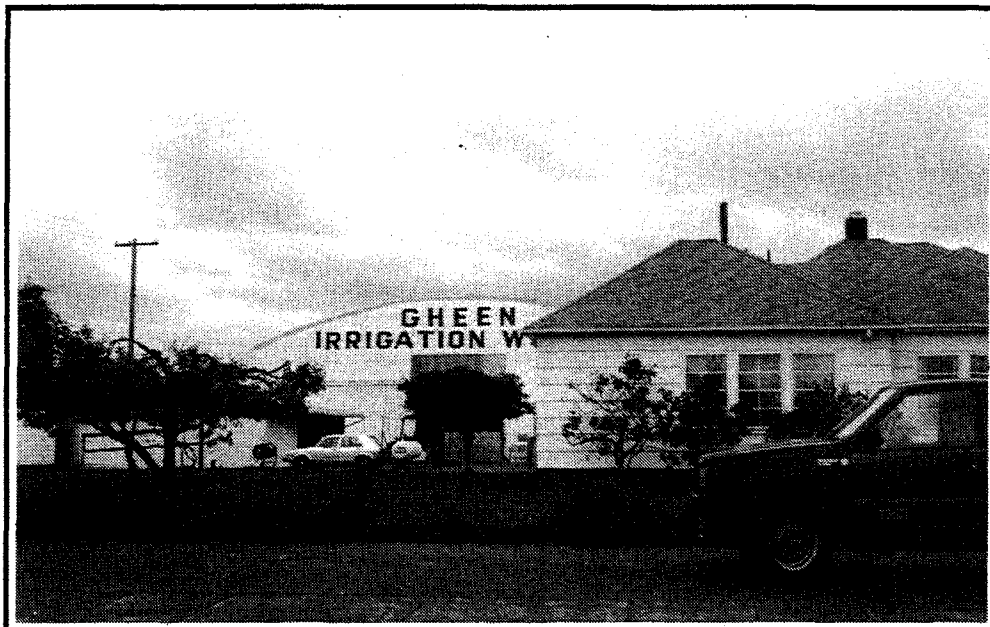
Willagillespie Subarea Policies and Proposed Actions

1. The City shall require noise buffering and/or other noise attenuation features for all new residential development abutting I-105 and Delta Highway.
2. The City shall encourage infilling of large, vacant residential parcels and residential parcels which have not yet been developed to their fullest capacity in order to accomplish a compact urban growth form.
3. The City shall ensure that new development and redevelopment occurring on the flanks of the Gillespie Butte will be accomplished in a manner that affords maximum preservation of the natural character of the butte, and is sensitive to topographic constraints, soil conditions, views to and from the butte, and the need for public access to the butte.
 - 3.1 Amend the existing Site Review provisions for the Gillespie Butte area to address the development criteria set forth in the Gillespie Butte Site Development Standards located in the Neighborhood Design Element.
4. The City shall recognize that the area on the south side of Country Club Road is appropriate for General Office uses and shall discourage any future commercial rezonings of this area.
 - 4.1 Amend Metro Plan Diagram from medium- and high-density residential to a commercial land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.



5. The City shall recognize the area along the south side of Robin Hood Avenue and west of Willagillespie Road (one tax lot deep) as appropriate for low-density residential development.
6. The City shall recognize the area west of Willagillespie Road and south of Robin Hood Avenue, as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map B), as being appropriate for medium-density residential development.
 - 6.1 Amend the Metro Plan Diagram from low-density residential to a medium-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map B).
7. Recognize the existing parking lot on the east side of Willagillespie Road (between Clinton and Cal Young Road) as a nonconforming use.
8. The City shall recognize the area on the east side of Willagillespie Road, approximately 175 feet to the south of Rio Glen Drive and extending south to Clinton and east to Peever Street, as being appropriate for medium-density residential use.

- 8.1 Amend the Metro Plan Diagram from low-density residential to a medium-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
9. The City shall recognize the Willagillespie School site (Tax Lot 2900--Assessor's Map 17-03-19-3 0), as depicted on the Willakenzie Land use Diagram, as being appropriate for medium-density residential land use. The change does not imply that the property is available for medium-density residential development but is intended to control the use of the property in the event that it is no longer used as a school site.
- 9.1 Amend the Metro Plan Diagram from low-density to a medium-density residential land-use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
10. The City shall provide a pedestrian access to Gillespie Butte prior to new development occurring on the western and southern flanks of the butte.
11. The City shall recognize the area on the north side of Country Club Road (Tax Lots 1100, 1400, 1800, and 2400--Assessor's Map 17-03-30-1 0), as depicted on the Willakenzie Land Use Diagram, as appropriate for high-density residential development.



GOODPASTURE ISLAND REGION

The Goodpasture Island Region, located in the westerly portion of the Willakenzie area, is adjacent to the Willamette River along its southern and western edges. This region, due to its geographical isolation and small size, is the only region which is not divided into subareas. The Willamette River exerts a powerful influence on land uses in the Goodpasture Island region. Prior to 1964, the region was used solely for agriculture and gravel extraction. The rich river-bottom soils and gravel deposits in the area, combined with the annual flood cycles of the river, dictated a rural, rather than an urban use of the land. Over the past 25 years, upstream flood control projects have been completed which minimize flood hazards in the region. During the same time, community growth has created a demand for developable land in close proximity to the urban center. As a result, the Goodpasture Island region is now viewed as a prime area for residential and commercial development.



The Goodpasture Island Study, adopted in 1975, established the current land use designations for the region. The study recommended that the Metropolitan Area 1990 General Plan be amended to limit commercial uses to the area south of the Delta Ponds and to the K-Mart site south of Goodpasture Island Road. The study also recommended that the area north of the Delta Ponds be designated for medium-density residential uses.

The area to the north of the Delta Ponds is mostly vacant or in agricultural uses. During the past 15 years, a number of Planned Unit Development (PUD) proposals have been approved by the City in this region. Approximately 280 acres of land are designated for medium-density residential uses in this region. At full build-out, the medium-density residential area could contain up to 3,100 dwelling units with a population exceeding 7,200 persons. The area designated for high-density uses could accommodate 415 dwelling units with a population of approximately 1,000 persons.

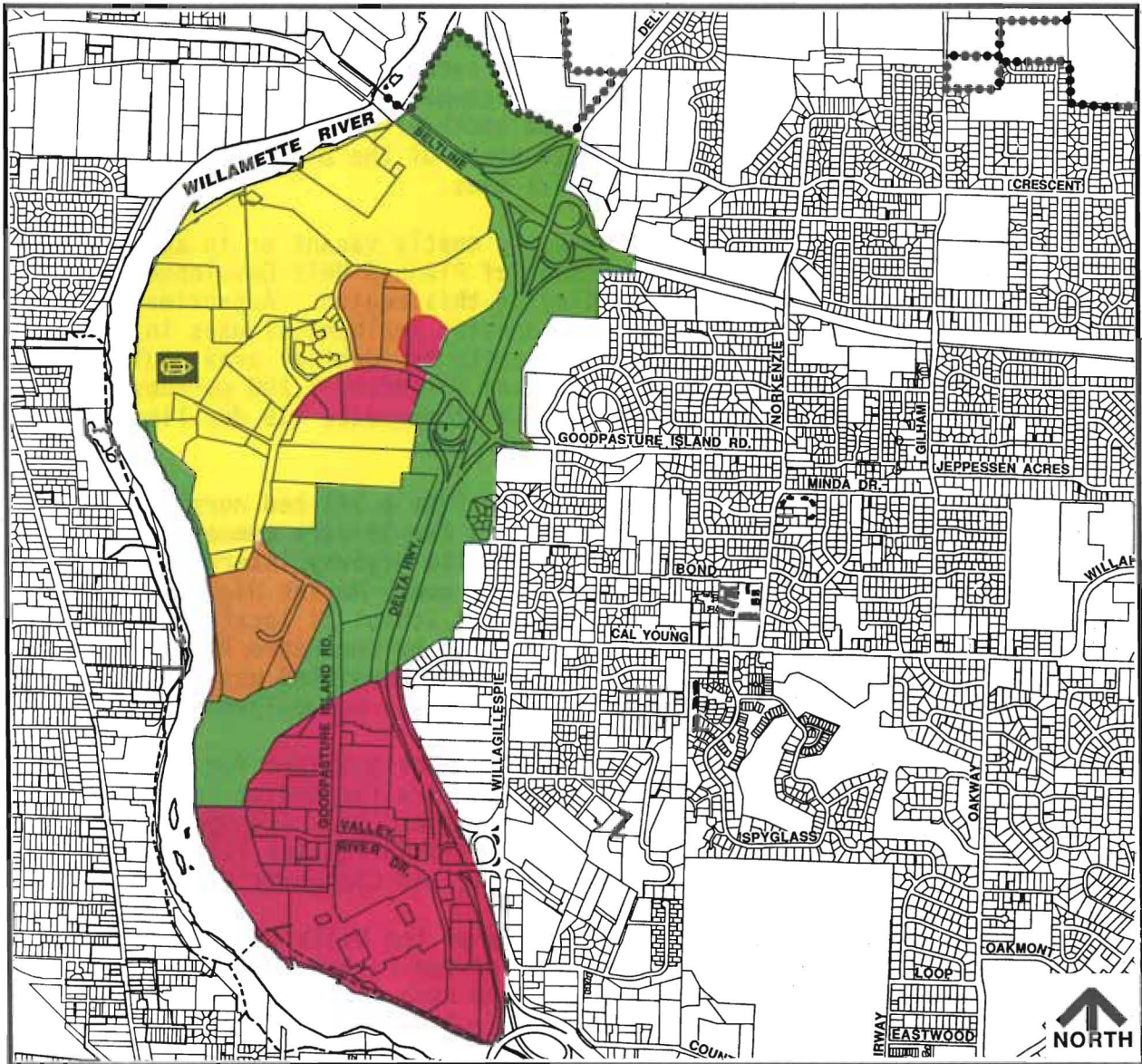
Other uses in the area north of the ponds include a 121-bed nursing home, a credit union office, several retail stores in the 18-acre commercial node south of Goodpasture Island Road (near the Delta Highway interchange), a municipal fire station, a radio transmission tower, Marist High School, and several single-family residences. Marist High School is located on land which is zoned AG Agriculture and which is designated by the Metro Plan for government and education use. Schools are not a permitted use in the AG zoning district; therefore, Marist High School is a nonconforming use.

The Metro Plan includes five separate land use designations for the North Goodpasture area. The two largest allocations are for Medium-Density Residential uses (60 percent of the total area) and Park and Open Space (25 percent of the total area). The Metro Plan also designates land north of the ponds for Education, High-Density Residential, and Community Commercial uses.

Land designated Park and Open Space consists of the Delta Ponds and the Willamette River Greenway on the east bank of the river. The Delta Ponds area contains land owned by the City of Eugene and Lane County and is zoned R-2 Limited Multi-Family Residential and AG Agriculture.

In 1984, the City approved a request to rezone 9.5 acres of land within the Goodpasture Island PUD from R-2 Limited Multiple-Family Residential to C-1 Neighborhood Commercial. The area which was rezoned is north of the K-Mart development along Goodpasture Island Road. The intent of the zone change was to provide for the day-to-day shopping and service needs of the larger Goodpasture Island residential development. In 1987, the owners of the property requested a zone change for this same area from C-1 Neighborhood Commercial to C-2 General Commercial. The request was denied on the basis of inconsistency with the Metro Plan Diagram which limits commercial uses (other than C-1 Neighborhood Commercial development) to the existing developed commercial area.

The area to the south of the Delta Ponds, known as the Valley River area, is completely committed to commercial uses. The Valley River area contains approximately 183 acres of land designated Major Retail Center in the Metro Plan. This area was annexed to the city in a series of 11 annexations occurring between 1972 and 1979. All parcels in the subarea are currently zoned for C-2 General Commercial uses.



GOODPASTURE ISLAND REGION

- Medium-Density Residential
 - High-Density Residential
 - Commercial
 - Parks/Open Space
- P
E
 Public & Private School Sites

No Scale

Valley River Center, a one-million-square-foot enclosed mall, is the centerpiece development in the area. The construction of Valley River Center in the late 1960's spurred other retail and office development throughout the area, including a 20-acre automobile sales center and more than 16 acres of office development.

A strip of land along the river approximately 150 feet wide is within the Willamette River Greenway. Development within the greenway area must conform to use management requirements consistent with Statewide Planning Goal 15. These requirements, as well as site development guidelines for development within the greenway, are discussed under Willamette River Greenway Development Standards in the Neighborhood Design Element.

The Valley River area is almost completely built out. In fact, very little land south of the Delta Ponds is available for future commercial development. As one of two major retail centers in the metropolitan region, Valley River Center is likely to experience increased retail activity as the Willakenzie area and the city continue to grow.

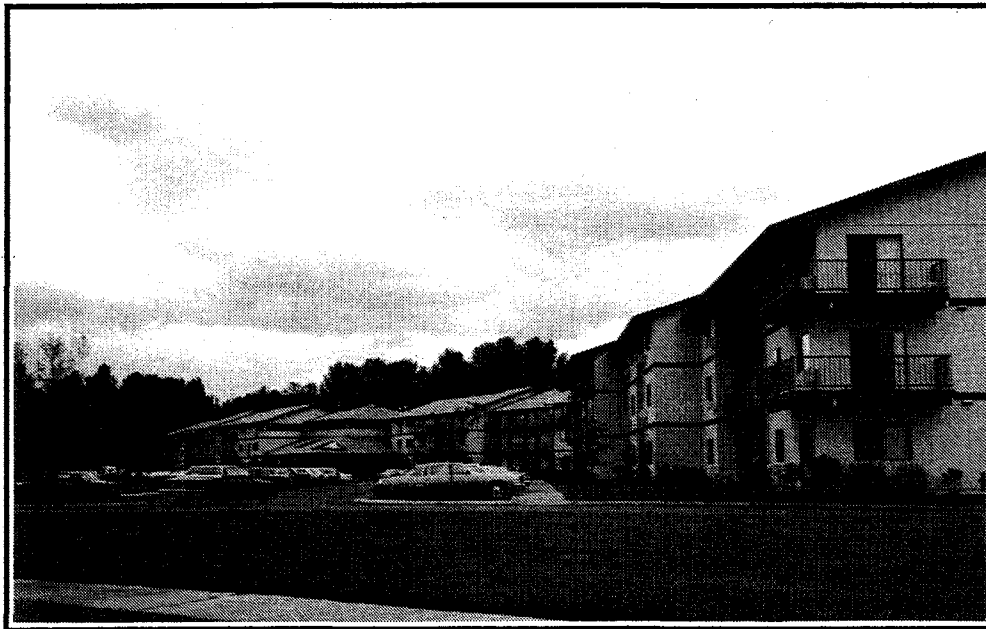
A series of ponds and sloughs exist in the region to the west of Valley River Drive. These wetland and riparian areas, as identified in the Natural Resource Assessment for Delta Ponds (1989) and in the Natural Resources Special Study (1990) are an integral part of the Delta Ponds ecosystem.

Goodpasture Island Policies and Proposed Actions

1. The City shall require that planned unit development procedures be required for all future residential development in the Goodpasture Island Region to ensure adequate review of the following factors:
 - A. Development of a comprehensive circulation system;
 - B. Provision of recreation facilities for intended residents;
 - C. Provision for pedestrian and bicycle linkages between developments and to the riverfront trail system and the Delta Ponds open-space system;
 - D. Sensitivity of development to the natural setting, especially to the Willamette River Greenway and to the Delta Ponds;
 - E. Encouragement of a variety of dwelling types, heights, and setbacks; and
 - F. Provision for pedestrian linkages to transit stops, where practical.
2. The City shall ensure that future planned unit developments in the Goodpasture Island region shall achieve an overall minimum-density level of 10 units per acre.
3. The City shall ensure that future planned unit developments with frontage along Goodpasture Island Road shall provide adequate setbacks, vegetative and/or structural buffering (i.e. walls or fences) along the road frontage to reduce noise levels within the residential environments.

4. The City shall recognize the area on the west side of Goodpasture Island Road and north of Delta Ponds, as depicted on the Willakenzie Land Use Diagram, as appropriate for medium- to high-density residential development.
 - 4.1 Amend the Metro Plan Diagram from medium-density to a high-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
5. Parcels on which specialized or congregate housing facilities are existing or proposed shall be considered appropriate for high-density residential zoning providing that densities do not exceed 36 units per acre.
6. Limited commercial uses are appropriate and desirable within residential planned unit developments when services provided are of a type that will fulfill the day-to-day shopping and service needs of area residents and when those services are to be utilized primarily by the immediate resident population of the North Goodpasture Island residential area. Office uses and vehicle-oriented services including, but not limited to, service stations, repair garages, and drive-in restaurants shall not be permitted in residential PUD commercial areas.
 - 6.1 Commercial uses that are permitted in the Neighborhood Commercial zoning district shall be encouraged within residential PUDs.
 - 6.2 Orient restaurants, taverns, and pedestrian-oriented commercial uses toward the Willamette River to enhance public use and enjoyment of the river.
 - 6.3 Parking lots for residential PUD commercial areas shall, whenever possible, be oriented away from the river.
7. The City shall ensure that limited commercial use areas within residential planned unit developments shall be oriented away from Goodpasture Island Road.
8. The City shall discourage rezoning of land for commercial uses within the area north and west of the Delta Ponds.
9. The City shall ensure that zoning designations for publicly owned land, specifically for the Delta Ponds and Willamette Greenway areas, are consistent with the intended use of the property.
 - 9.1 Rezone portions of the Delta Ponds and areas along the Willamette River which are under City ownership from R-2/PD Limited Multi-Family Residential with Planned Unit Development procedures to PL Public Land.
10. The City shall discourage further degradation of wetland or riparian areas within the Delta Ponds ecosystem.

- 10.1 Any filling of the wetland areas north of the existing Valley River Center parking lot shall be consistent with Federal and State regulations and locally adopted wetlands policies.
- 10.2 Develop programs to discourage dumping of garbage and establishment of transient camps within sensitive wildlife habitat areas.
11. The City shall consider the Marist High School site (tax lots 1801, 1803, and 1702--Assessor's Map 17-04-13-0 0) as being appropriate for medium-density residential development. The change does not imply that the property is available for medium-density residential development but is intended to control the use of the property in the event that it is no longer used as a school site.
 - 11.1 Amend the Metro Plan Diagram from government and education to a medium-density residential land use designation for the above-referenced area as depicted on the Willakenzie Land Use Diagram.
 - 11.2 The City shall initiate a rezoning of the Marist High School site from AG Agriculture to R-2 Limited Multiple-Family Residential District.



Willamette Oaks Retirement Center.

NORTH REGION

The North Region lies north of Beltline Road and is defined on its eastern, northern, and western edges by the UGB. A high percentage of the land in this area (70 percent) is undeveloped. Approximately 50 percent of the land in the region lies outside the city limits but is within the Eugene portion of the UGB. That portion of the region that is within the city limits was annexed to the city through 16 separate annexations occurring between 1960 and 1988.

More than 85 percent of the land in this region is designated in the Metro Plan for residential uses. The Metro Plan also established three separate areas for commercial and higher density residential development. These commercial/residential areas are in the following locations:

1. On the western edge of the region near the intersection of Green Acres and Delta Highway is an area designated for commercial and medium-density residential uses.
2. At the intersection of Beltline Road and Coburg Road is an area designated for commercial, medium-density residential, high-density residential and special light industrial uses.
3. Between Delta Highway and County Farm Road and north Crescent Avenue is an area designated as a "floating node." This area is intended to provide for a portion of the forecasted demand for commercial land in the study area. The floating node concept provides for a range of land uses within a general area. In this case, the concept provides for a limited-scale commercial area surrounded by or adjacent to an area designated for medium-density residential uses.

This region is divided into four separate subareas to further describe existing land use characteristics and set forth policies to guide future development.



8. Delta Subarea

This subarea is adjacent to Beltline Road on its southern boundary and the UGB on its western boundary. The subarea contains a variety of land uses, including medium-density residential, general office, general commercial, and light-medium industrial.

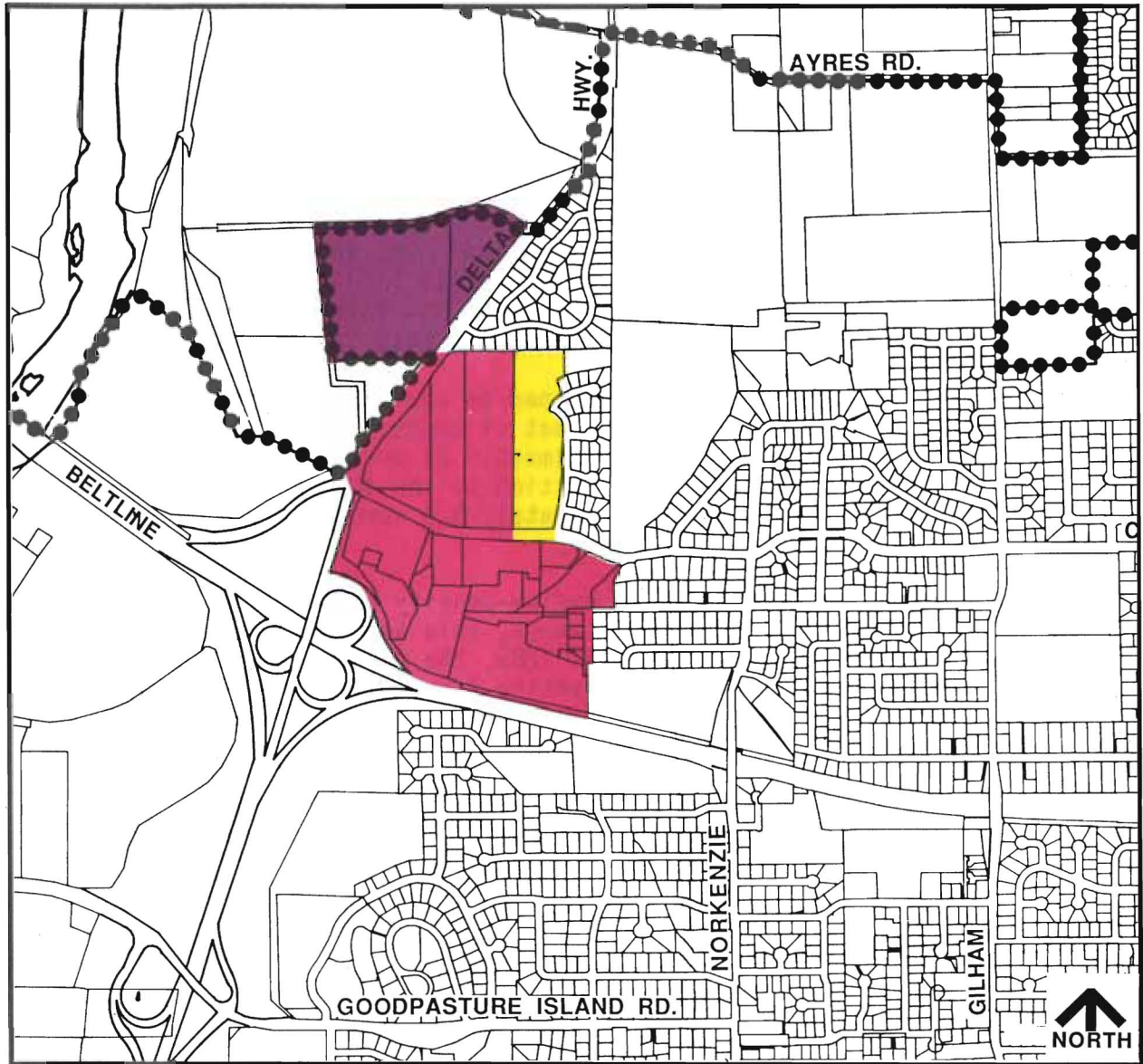
In 1987, an amendment to the Metro Plan was approved for a portion of this subarea, specifically, the north side of Green Acres Road, east of North Delta Highway. This amendment increased the commercial land use designation in this area by 10.5 acres. This Metro Plan amendment was followed by a zone change which resulted in a total commercial acreage in this area of 48.5 acres.

The Delta Oaks Shopping Center is developed on approximately 26.5 acres and includes approximately 260,000 square feet of commercial uses. The remaining commercial land in this subarea (approximately 22 acres) is located on the north side of Green Acres Road. In addition to the 48.5 acres of C-2-zoned land in this subarea, there are approximately 9.0 acres of land zoned for general office use.




There are approximately 7.5 acres of medium-density residential land in this subarea. As a result of a 1987 zone change, this area has a maximum allowable density of 20 units per acre. In April 1989, the development of a 102-unit apartment complex was approved on the entire 7.5 acres.

Delta Subarea Policies

1. The City shall limit commercial and general office development to those areas currently zoned for commercial and general office uses and shall discourage any future commercial rezonings in this area.
2. The City shall encourage site development practices which promote compatibility between commercial/general office uses and residential uses.
3. The City shall allow access to commercial- and general office-zoned land only from arterial and collector streets.
4. The City shall encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Green Acres Road.



DELTA SUBAREA

-  Medium-Density Residential
-  Commercial
-  Light-Medium Industrial

No Scale

9. North Central Subarea

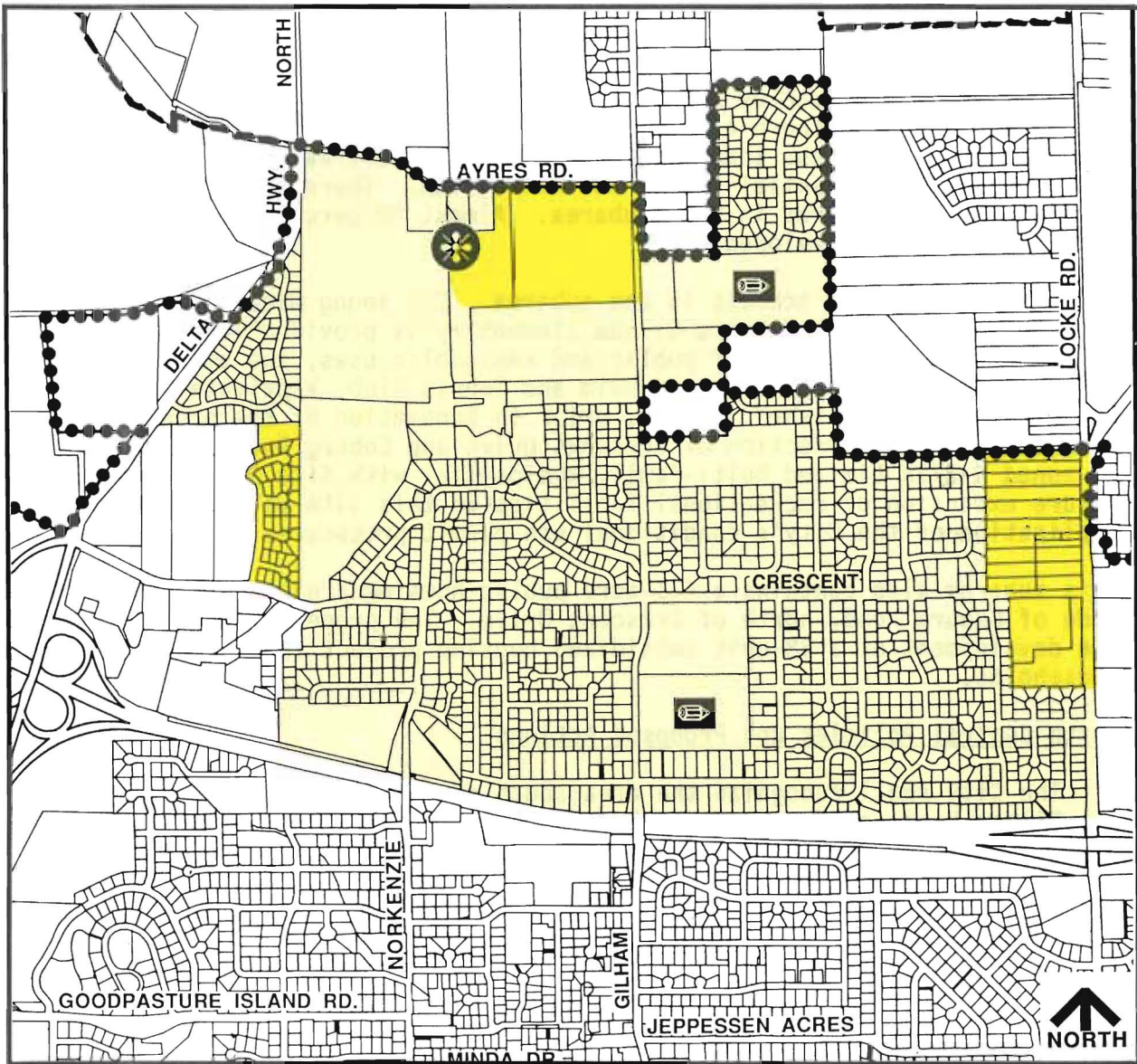
This subarea is bounded by Beltline Road along its southern edge and the city limits along its northern edge. It consists primarily of single-family residential uses. Less than four percent of the subarea is designated for medium-density residential use in the Metro Plan. There are currently no multi-family structures in this subarea. Almost 40 percent of the land in this subarea is undeveloped.

There are two public schools in the subarea. Cal Young Middle School gains access from Gilham Road while Gilham Elementary is provided access from Walton Lane. With the exception of public and semipublic uses, the area contains one non-residential use. The Eugene Swim and Tennis Club, a private recreational facility, was established in 1962, prior to annexation of the property, and is located at the intersection of Crescent Drive and Coburg Road. This facility is zoned R-2/SR Limited Multi-Family Residential with Site Review procedures. Future expansion of recreational facilities on this site will require application of the City's conditional use permit procedures.

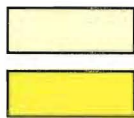
This subarea also contains a 4.1-acre public housing project site on the west side of Coburg Road, north of Crescent Drive. The property is committed for the development of a 38-unit subsidized housing project for low-income households.

North Central Policies and Proposed Actions

1. The City shall recognize the area south of the Ayres Road and west of Gilham Road, as depicted on the Willakenzie Land Use Diagram, as appropriate for the medium-density residential land use designation.
 - 1.1 Amend the Metro Plan Diagram from low-density residential to a medium-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram. This area shall not exceed 21 acres in size.



NORTH CENTRAL SUBAREA



Low-Density Residential

Medium-Density Residential



Public & Private School Sites



Generalized Future Park Sites

No Scale

10. Unincorporated Subarea

This subarea lies between the city limits and the UGB and includes approximately 800 acres of developable land. The subarea is decidedly rural in character. Agricultural and vacant land uses predominate; several small family farms and orchards exist within the subarea. Four small subdivisions (40 to 60 lots) and two mobile home parks have been developed in the area under the provisions of the Lane County zoning ordinance. There is currently one four-unit, multi-family development in the subarea.

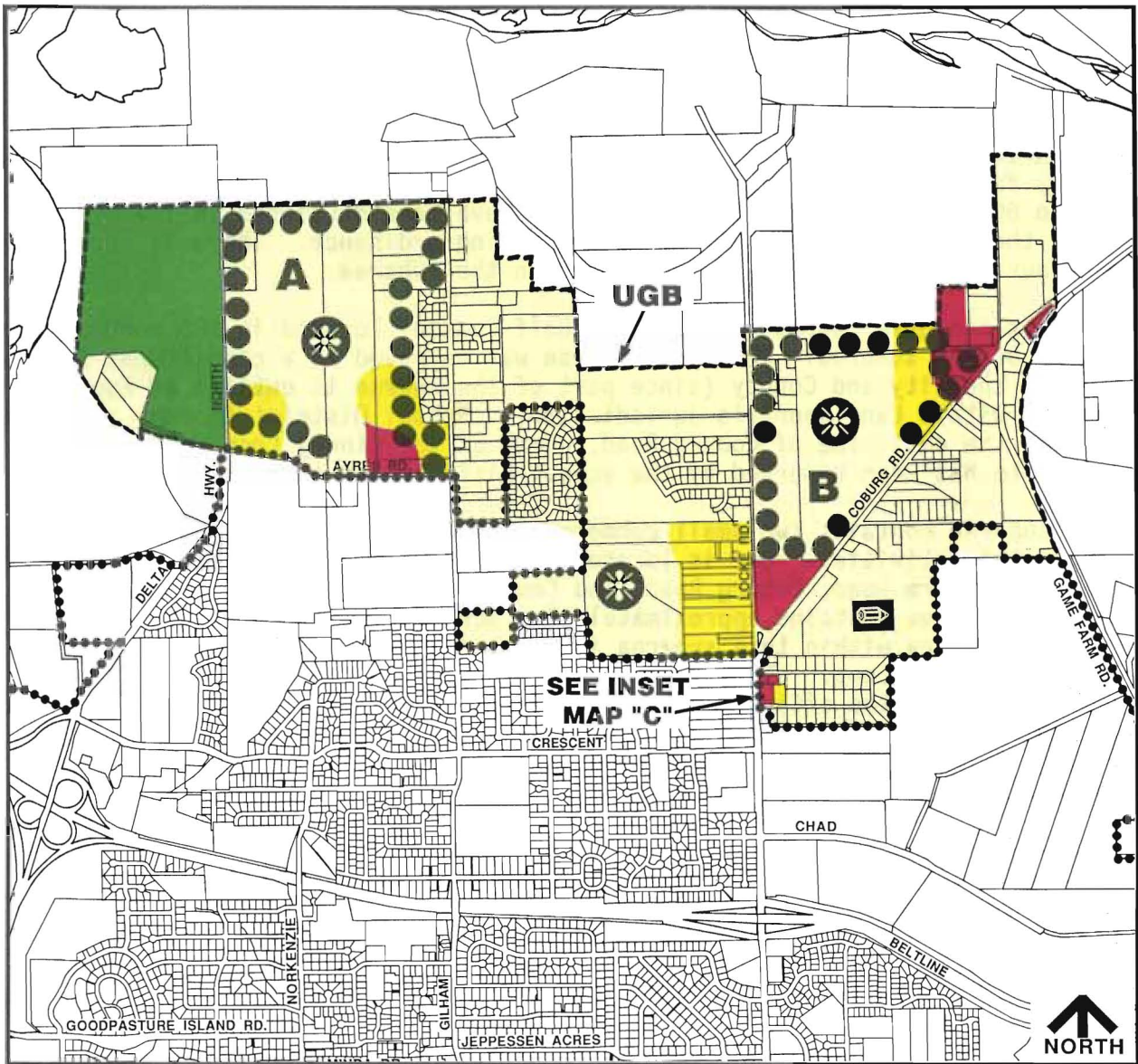
There is one golf course (River Ridge Golf Course) located in the northwestern corner of the subarea. This golf course was approved as a conditional use in 1988 by the City and County (since part of the course is outside of Eugene's UGB and within Lane County's jurisdiction). School District 4J owns a 35-acre site on the east side of Coburg Road, north of the Kinney Loop subdivision. This site has been reserved by the school district for a future school.

This subarea contains two small commercial areas zoned for neighborhood commercial activities. One is located in the vicinity of the intersection of North Game Farm Road, Coburg Road, and County Farm Road. This neighborhood commercial area contains approximately 7.1 acres. The other neighborhood commercial area within this subarea is located at the intersection of Coburg Road and Kinney Loop. This 2.3-acre commercial area contains a variety of uses, including the offices of the Eugene Education Association, an industrial storage facility, a single-family dwelling and a four-unit, multi-family structure. The industrial storage facility is a nonconforming use in the neighborhood commercial zone.





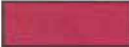


Also in this vicinity is a 14-acre site zoned for General Commercial purposes and developed with the offices of Northwest Pipeline Corporation. This lot is located on the east side of North Game Farm Road and south of Coburg Road. The Northwest Pipeline operation is a nonconforming use since the site is zoned commercial and the use is industrial (more specifically the use would require an I-2 zoning of the property).

In 1985, the City received a request to amend the Metro Plan for a five-acre parcel located at the intersection of Coburg Road and County Farm Road. The plan amendment request was to change the designation from Low-Density Residential to Commercial. The amendment request was approved under the specific condition that the area which was redesignated be rezoned to permit the development of office-based uses only (specifically the GO zone) rather than general commercial uses.

Two mobile home parks, containing approximately 146 spaces, are located in the extreme northeast corner of the subarea (Idle Wheels and Parkside Mobile Home Parks). Both developments are older and fulfill a vital function by providing a low-cost housing alternative to area residents. Neither development is included in the list of "at-risk" mobile home parks in the City's Mobile Home Park Conversion Ordinance because both of the sites are designated for low-density residential land use. However, future development in the area could result in pressures to convert these sites to other uses.



UNINCORPORATED SUBAREA

- | | | | |
|---|----------------------------|---|-------------------------------|
|  | Low-Density Residential |  | Public & Private School Sites |
|  | Medium-Density Residential |  | Generalized Future Park Sites |
|  | Commercial |  | Opportunity Area |
|  | Parks/Open Space | | |

No Scale

There are at least three nonconforming uses in residential districts in this subarea: 1) a sanitary service business (equipment storage) located on the east side of Gilham Road, south of Crimson; 2) Schram's Antique Shop located on the east side of Coburg Road, south of the intersection of North Game Farm and County Farm roads; and 3) a local radio station and transmission towers located on Bonnie View Drive, east of Sarah Lane. All three businesses are commercial uses in a residentially zoned district.

Discussion of the Willakenzie Floating Node

The Metro Plan includes a schematic depiction of a floating node which is generally located north of the city limits and between Delta Highway and County Farm Road. The floating node in this subarea is not specifically located in the Metro Plan, although that plan does set forth specific criteria for reviewing and locating the floating node. According to the Metro Plan, floating nodes are intended to accommodate a portion of the forecasted demand for commercial land in a given area. The Willakenzie area floating node was originally envisioned as being a supplement to the Delta Oaks and Coburg/Crescent commercial/residential areas. The Metro Plan assumed that this Willakenzie floating node would contain 5 acres of commercial development and 20 acres of medium-density residential development. The Metro Plan states that the exact location of floating nodes shall be determined by local decisions or a refinement planning process.

The findings of this plan are that this floating node has already been anchored through the recent commercial expansions in the Delta Oaks and Coburg/Crescent commercial areas. In addition, provision for neighborhood commercial and multiple-family residential areas are being made for both the Unincorporated and Coburg/Crescent Subareas. In light of these considerations, this plan finds that the intent of the Metro Plan regarding the floating node in the North Region area has been met.

Discussion of Residential/Mixed-Use Concept

There are two underdeveloped and unserved areas within the Unincorporated Subarea which lend themselves to a different type of urban development than has occurred to date in the Willakenzie area. These two areas are referred to in the Willakenzie Land Use Diagram as "opportunity" areas to recognize the opportunities they present for a new type of residential/mixed-use living environment.

Both of these areas contain unique or distinctive characteristics that will affect how they could be planned and developed. Among those characteristics that could shape future development proposals for these areas are the following:

- 1) Both areas contain large, underdeveloped or vacant parcels with few ownerships;
- 2) both areas are adjacent to the UGB and agricultural or sand/gravel extraction areas;
- 3) both areas contain concentrations of potentially historic buildings and/or landscape features;

- 4) both areas contain significant wooded areas;
- 5) both areas have striking views of the Coburg Hills to the northeast of the sites;
- 6) both areas abut roadways (North Delta Highway, County Farm Road, and Coburg Road) that carry heavy truck traffic from sand and gravel operations which are located beyond the UGB; and
- 7) a portion of Opportunity Area "A" is within the floodplain of the McKenzie River.

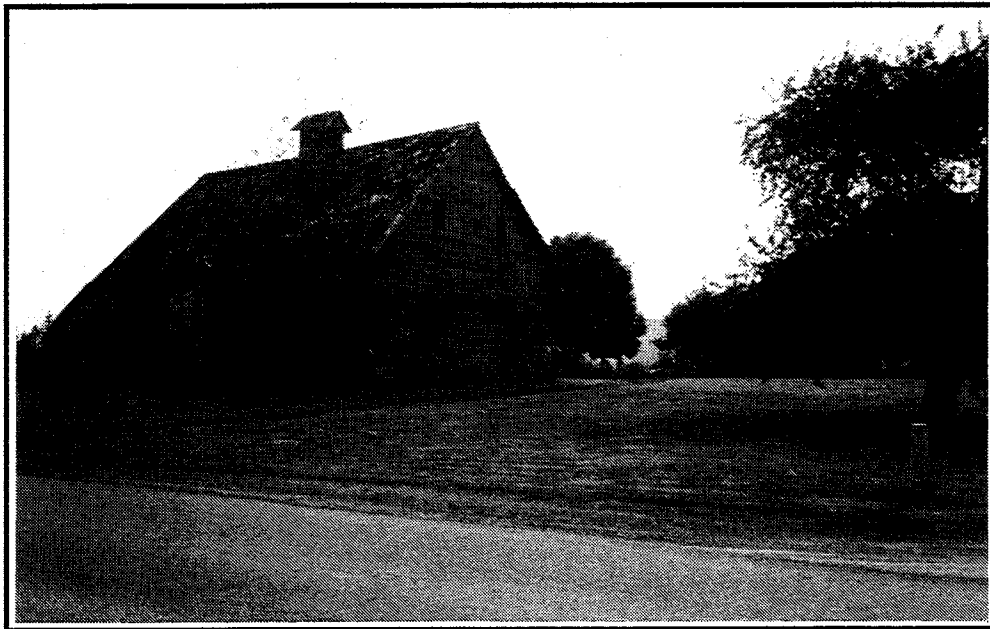
These site characteristics establish a need for comprehensive site planning within the identified opportunity areas. Future development within these areas shall be approved either through the planned unit development (PUD) process or other process requiring comprehensive site plan approval. The Eugene Code does not currently promote new development that mixes uses in the manner envisioned for residential/mixed-use communities. The code will need to be amended to allow and to encourage the application of residential/mixed-use techniques.

The residential/mixed-use concept is intended to allow innovative design and arrangement of land uses, and to encourage developments which offer a wide range of living and transportation choices for Eugene residents. It is also intended to help mitigate future traffic congestion by: 1) encouraging development at a size and scale that accommodates and promotes pedestrian/bicycle use rather than motor vehicle use; and 2) encouraging the development of land use and circulation patterns that promote the efficient use of mass transit for a portion of the trips generated by the development. Key components of residential/mixed-use developments are:

- 1) a variety and hierarchy of street types that equitably serve the needs of pedestrians, bicyclists, automobiles, and mass transit;
- 2) dwellings, shops, work places, and civic or community uses limited in size and located in close proximity to one another;
- 3) development of distinct neighborhood areas with an overall size and scale small enough to permit area residents and workers, if they so choose, to walk or ride bicycles comfortably rather than being required to drive throughout much of the neighborhood;
- 4) modestly scaled buildings which front on and are aligned with streets and which are generally uninterrupted by large parking lots;
- 5) well-defined and appropriately sized parks, open spaces, and greens designed to accommodate informal social activities and recreation;
- 6) tree-lined streets designed to enhance and visually unify the development; and
- 7) a comprehensible arrangement of streets and blocks arranged to provide interesting and diverse routes of travel.

Opportunity areas are identified as locations in which the City will provide a greater degree of flexibility for the developer of the residential/mixed use community than would normally be allowed through traditional types of development. This flexibility is intended to provide incentives to future developers to achieve general excellence in environmental planning and design. These incentives, which are to be prescribed in future amendments to the Eugene Code, could include provisions for: 1) reduced street widths; 2) reductions of on-site parking requirements and allowance for on-street parking; and 3) greater latitude in the mixing of normally segregated land uses.

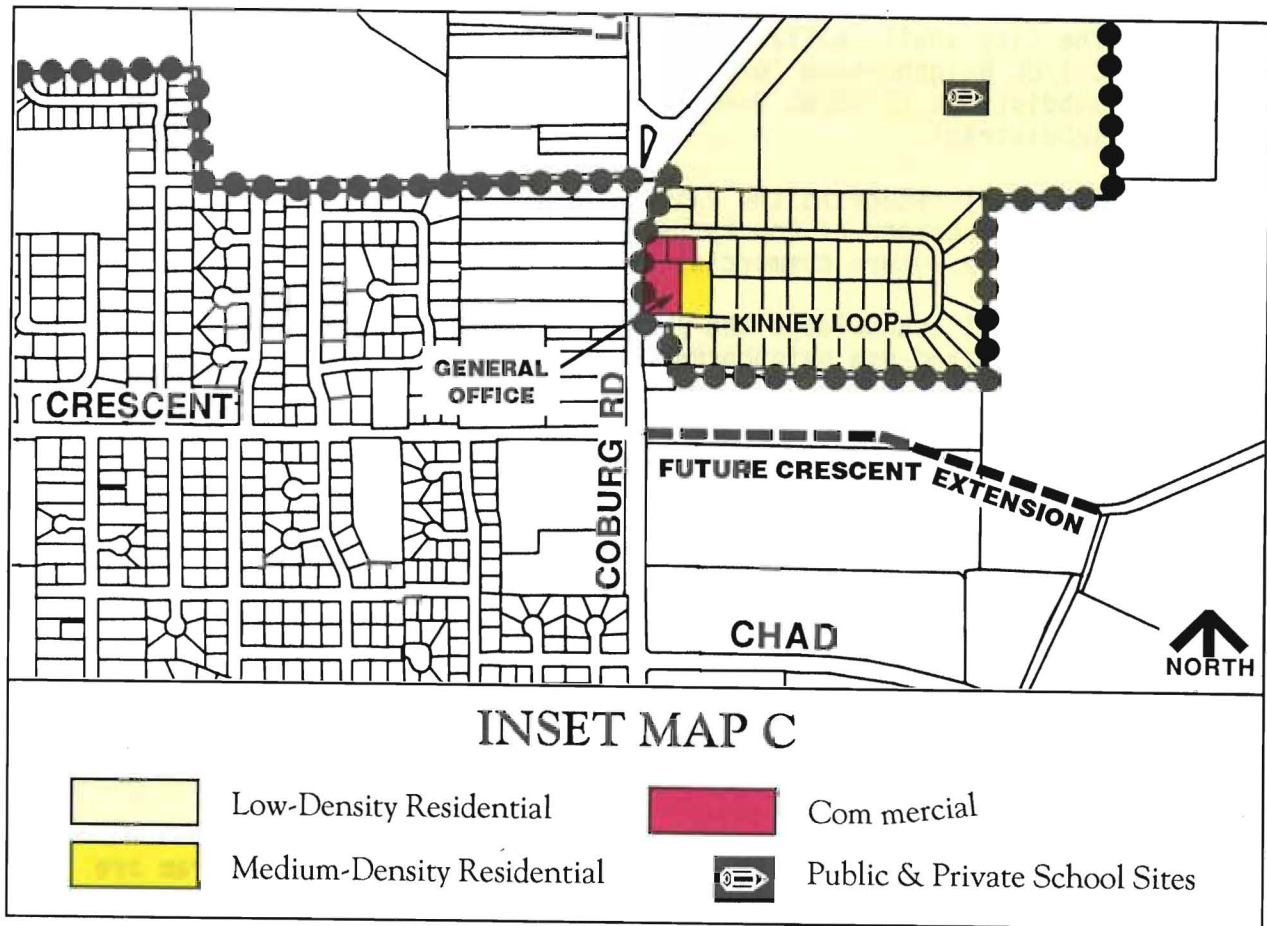
This concept is not meant to mandate extraordinary development requirements or to preclude conventional development within identified Opportunity Areas, but rather to accommodate development proposals that introduce new or unique ideas in a manner consistent with the general goals and policies of the adopted Willakenzie Plan and the Metro Plan. This concept is also not meant to require development of a master plan for the entire area prior to approval of partitioning of the land.



Old barn in Opportunity Area A.

Unincorporated Subarea Policies and Proposed Actions

1. Upon annexation, the City shall apply a GO General Office zoning district to the five-acre parcel designated for commercial use at the intersection of Coburg Road and County Farm Road. This site shall be limited to General Office zoning.
 - 1.1 Apply the SR Site Review subdistrict to the GO zoning district to ensure: a) adequate buffering between the subject property and surrounding lands designated Low-Density Residential ("Opportunity Area"); and b) safe and efficient ingress and egress due to the configuration of the property.
2. The City shall require future developments on parcels abutting the UGB to provide an effective transition between urban and rural land uses. This transition is intended to minimize potential conflicts with adjacent agricultural and sand and gravel operations.
3. The City shall require that access to the future school site on the east side of Coburg Road and the future school building itself be oriented towards the surrounding future residential street systems rather than Coburg Road.
4. The three nonconforming uses in this subarea (the sanitary service business, the local radio station, and Schram's Antique Shop) shall be recognized as nonconforming uses subject to provisions of the Eugene Code regarding nonconforming uses. The City shall discourage any future commercial rezonings of these sites.
5. The City shall limit access points along both sides of County Farm Road, north of the present city limits. Encourage construction of a local residential street system to provide access.
6. The City shall recognize the Northwest Pipeline District Offices (located along the east side of North Game Farm Road) as a nonconforming use. The site shall be exempt from the nonconforming use requirements of the Eugene Code so that the use may continue to operate. Future expansion of the use by Northwest Pipeline will be limited to the tax lot on which the offices are currently located (Tax Lot 1503--Assessor's Map 17-03-09-00). The site and surrounding area shall be considered appropriate for low-density residential use.
 - 6.1 The City shall initiate a rezoning of the Northwest Pipeline office site from C-2 General Commercial to R-1 Low-Density Residential District.
7. The City shall recognize the Kinney Loop subdivision as being appropriate for low-density residential land use.
 - 7.1 Amend the Metro Plan diagram from medium-density to a low-density residential land use designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.



- 7.2 The City shall initiate a rezoning of Tax Lot 1300--Assessor's Map 17-03-16-2 3 from C-1/UL Neighborhood Commercial District with urbanizable land subdistrict to R-1/UL Low-Density Residential District with urbanizable land subdistrict.
8. The City shall recognize the area on the east side of Coburg Road at the intersection of Kinney Loop (Tax Lot 3600--Assessor's Map 17-03-16-2 3) as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map C) as being appropriate for medium-density residential development. The area shall be limited to no more than ten units per acre.
- 8.1 The City shall initiate a rezoning of the above-referenced area from C-1/UL Neighborhood Commercial District with urbanizable land subdistrict to R-2/10/UL Limited Multiple-Family Residential District with maximum allowable density of ten units per acre and urbanizable land subdistrict.
9. The City shall recognize the area on the east side of Coburg Road at the intersection of Kinney Loop (tax lots 1200, 1201, and 3601--Assessor's Map 17-03-16-2 3) as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map C) as being appropriate for commercial development. This area shall be limited to General Office zoning.

- 9.1 The City shall initiate a rezoning of the above-referenced area from C-1/UL Neighborhood Commercial District with urbanizable land subdistrict to GO/UL General Office District with urbanizable land subdistrict.
10. The City shall recognize the existing neighborhood commercial zoning at the northwest corner of County Farm Road and Coburg Road and shall discourage any future commercial rezonings in the immediate area.
11. The City shall acknowledge the potential for development of residential/mixed-use neighborhoods in the Unincorporated Subarea.
 - 11.1 Create a process for preparing Eugene Code amendments which are specifically structured to encourage the development of pedestrian-oriented communities. This process should insure the involvement of property owners, neighborhood groups, and other interested parties in the development of the code amendments.
12. Upon annexation, the City shall apply the /PD Planned Unit Development zoning suffix, or other appropriate zoning designation suited to the creation of residential/mixed-use developments, to those areas designated "Opportunity Area" on the Land Use Plan Diagram. The zoning district created to allow for the development of residential/mixed-use communities shall be applied only at the request of the property owner or contract purchaser of the property.
13. Areas designated "Opportunity Area" on the Land Use Plan Diagram are intended to provide opportunities for residential/mixed-use development. The plan diagram for these areas indicates general locations for low- and medium-density residential, neighborhood commercial, and parks/open space uses. The City shall allow for consideration of a rearrangement of all land uses within the identified "Opportunity Areas". This rearrangement shall be accomplished through the application of the zoning district created to implement the residential/mixed-use concept. The intent of this district is to apply the generalized objectives contained in the section of this plan entitled "Discussion of Residential/Mixed-Use Concept".
14. Residential mixed-use developments shall be a minimum of 30 acres in size and a maximum of 160 acres in size.
15. The City shall recognize the area at the northwest corner of Ayres and Gilham roads and the area at the southwest corner of Coburg Road and County Farm Loop, as depicted on the Willakenzie Land Use Diagram, as appropriate for medium-density residential development.
 - 15.1 Amend the Metro Plan diagram from low-density to a medium-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
16. The City shall recognize the area between Gilham Road and County Farm Road, south and east of the Gilham Elementary School, as depicted on the Willakenzie Land Use Diagram, as appropriate for medium-density residential development.

- 16.1 Amend the Metro Plan diagram from low-density to a medium-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
17. The Neighborhood Commercial C-1 node, as depicted on the Willakenzie Land Use Diagram, shall front on Ayres Road and shall be separated from Gilham Road by medium-density residential development.



Wooded area in Opportunity Area B.

11. Coburg/Crescent Subarea

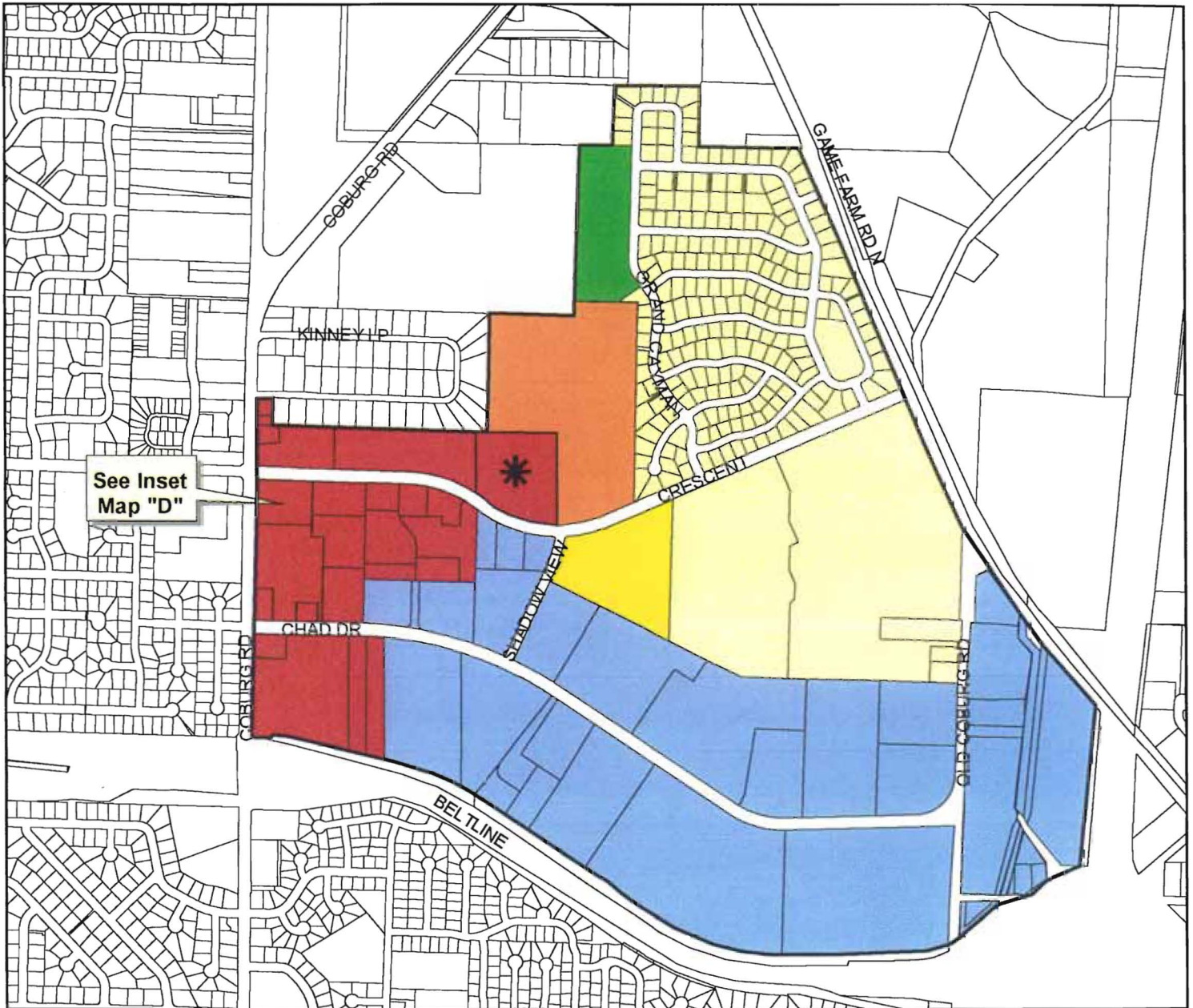
The Coburg/Crescent subarea lies north of Beltline Road between Interstate 5 and Coburg Road. This subarea consists of approximately 390 acres of land designated and zoned for a variety of urban uses. This area is the subject of an adopted refinement plan, the Coburg/Crescent Special Area Study. The Willakenzie Refinement Plan, upon its adoption, will supersede and take the place of the Coburg/Crescent Special Area Study.

The potential of this area for urban development has been recognized and addressed in various planning documents over the past 30 years. The physical characteristics of the area (freeway access, visibility from the freeway, large parcels with few ownerships, and absence of topographic constraints) suggest an excellent potential for large-scale developments. During the mid-1970s this subarea was the focus of extensive community debate and controversy regarding the suitability of urban development on highly productive, agricultural soils. The debate was resolved in favor of urban development and the subarea was annexed to the city in 1977.

In 1980, a privately initiated refinement plan was proposed for this subarea. The resulting Coburg/Crescent Special Area Study, adopted in 1981, established specific land use designations and development standards for the property. The guiding concept for the development of the Coburg/Crescent Special Area Study was the creation of an economically viable "self-sufficient neighborhood." The special study established a plan for integrating the core functions of a self-sufficient neighborhood by addressing the relationship between residential, shopping, employment, service, recreational, and transportation functions.

With the adoption of the Coburg/Crescent Special Area Study, a land use pattern supportive of the self-sufficient neighborhood concept was put into effect. Of the 390 acres in the study area, approximately 115 acres (30 percent of the total area) were zoned and designated for Special Light Industrial uses, 26 acres (7 percent) were designated for commercial uses, 25 acres (7 percent) were designated for high-density residential uses, 40 acres (10 percent) were designated for medium-density residential uses, and 175 acres (45 percent) were designated for low-density residential uses.

Between 1982 and 1988, a series of zone changes were approved which affected the allocation and location of commercial/industrial designations on the western portion of the subarea. These zone changes resulted in the same approximate percentage of land being allocated for commercial and industrial uses as was intended in the adopted Coburg/Crescent Special Area Study. The zone changes were accomplished to address specific site development needs of the area's commercial and industrial property owners. The existing commercial and industrial zoning configuration reflects those zone change approvals. As of 1989, the subarea contained 27 acres of land zoned for commercial uses and 114 acres zoned I-1 Special Light Industrial. Recent zone change requests affecting industrial, commercial, and residential land in this subarea have been denied on the basis of inconsistency with the Metro Plan and the adopted Coburg/Crescent Special Area Study.



See Inset Map "D"

Coburg-Crescent Subarea

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Parks & Open Space
- Commercial
- * Commercial Mixed Use
- Campus Industrial

Coburg/Crescent Subarea as amended by Ordinance No. 20302 (11/10/03).



The process for allocating land uses in the Coburg/Crescent subarea offers an opportunity to address the loss of industrial land in the west Eugene area due to Federal and State wetlands regulations. A recently completed inventory of wetlands in the west Eugene area identified at least 470 acres of industrial land that will be affected, to some degree, by wetlands regulations. Of the 470 acres of west Eugene wetlands, approximately 261 acres are designated for Special Light Industrial uses and 173 acres are designated for Light-Medium Industrial uses.

In its review of this subarea, the plan provides for the expansion of the industrial land base. Specifically, the plan allocates additional land to the north and east of the existing industrial area for future industrial expansion.

The majority of this area is designated Special Light Industrial in the plan and is intended to 1) partially replace Special Light Industrial land affected by wetlands regulations; and 2) provide new opportunities for business park development in a location that is ideal for that type of use.

A substantial portion of the land designated and zoned for general commercial uses is occupied by two large-scale discount stores. These commercial developments serve a regional market and are unlikely to provide for the day-to-day shopping and service needs of area residents. Accordingly, the plan encourages the development of neighborhood commercial uses within Coburg/Crescent residential areas through the planned unit development process. The intent of the plan is to encourage the development of neighborhood commercial uses which will serve future residential growth in the area and which will provide commercial services for those who live and work in the Coburg/Crescent residential, office, and/or industrial areas.

The residential portion of this subarea includes low-, medium-, and high-density residential land use designations. The land use diagram for this area establishes a general location for the various designations. However, while the relationship between the various land uses is important, it is not the intent of this plan to bind future planned unit development proposals to the specific locations indicated in the plan. Rather, certain principles must be followed, in future PUD proposals, to insure a harmonious and efficient land use arrangement. These principles are outlined in Policy 9 below.

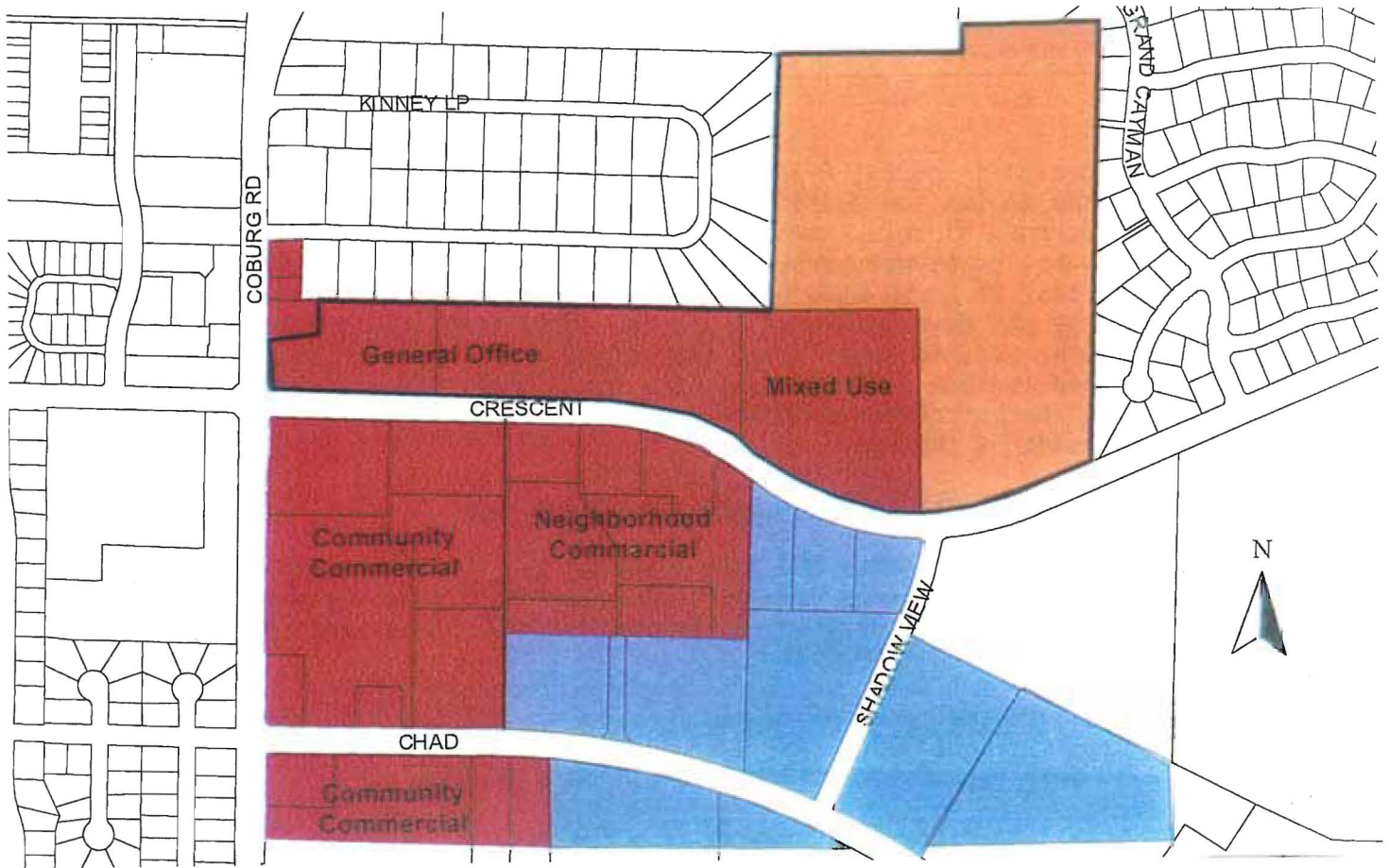
The plan generally encourages an intensification of land uses in the Coburg-Crescent subarea. This subarea is recognized as a major employment center for the Eugene-Springfield metropolitan area. Along with an expansion of the commercial and industrial land base in the area, the plan supports the relocation of a major regional hospital facility in this area.

Sacred Heart General Hospital has proposed the relocation of certain types of inpatient, outpatient, and lifestyle management services to a 36-acre site within the Coburg/Crescent subarea. This regional facility would provide 24-hour hospital and clinic services. The proposed hospital/clinic would be located on property designated for high-density residential development in the area north of the future extension of Crescent Drive.

The Coburg/Crescent Special Area Study provided for a transition between urban and rural uses in the low-density residential area abutting North Game Farm Road. The purpose of this transition area was to provide for a distinct physical separation between urban uses to the west, and rural agricultural uses to the east of North Game Farm Road. However, several physical features to the east of the developable area provide sufficient separation between urban and rural uses to justify the removal of the transition requirement. Those features include 1) North Game Farm Road itself (60-foot right-of-way); and 2) a significant change of grade between the area inside the UGB versus the area outside of the UGB.

Coburg/Crescent Subarea Policies and Proposed Actions

1. The City shall recognize the area south of the future extension of Crescent, between Shadow View Drive and Game Farm Road, as depicted on the Willakenzie Land Use Diagram, as appropriate for the expansion of Special Light Industrial development.
 - 1.1 Amend the Metro Plan Diagram from low-density residential to a special light industrial designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
 - 2.1 Amend the Metro Plan Diagram from low-density residential to a light-medium industrial designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
2. The City shall recognize the area south of Crescent Avenue and west of Shadow View Drive, as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map D), as appropriate for the expansion of Neighborhood Commercial development. The Neighborhood Commercial site shall not exceed 10 acres in size. Uses in this commercial area are intended to serve the day-to-day shopping and service needs of residents and employees of the surrounding area.
 - 2.1 Amend the Metro Plan Diagram from special-light industrial to a commercial designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.
3. The City of Eugene shall ensure that industrial development in the Coburg/Crescent subarea is sensitive to and compatible with surrounding uses and will conform to the Coburg/Crescent Special Light Industrial Siting and Development Standards.
 - 3.1 Apply the /SR Site Review suffix to all parcels designated for Special Light Industrial and Light-Medium Industrial development in the Coburg/Crescent subarea.



Inset Map D

- High-Density Residential
- Commercial
- Campus Industrial
- Crescent Village Boundary
- Crescent Avenue Nodal Development Area not shown.

4. The City shall allow for a gradual transition from existing residential to future industrial use for those areas along Old Coburg Road that are currently zoned residential but are industrially designated.
 - 4.1 Retain existing low-density residential zoning until individual property owners request a change to industrial zoning.
5. The City of Eugene shall require that planned unit development procedures be required for all residential developments within the Coburg/Crescent subarea. The intent of this requirement is to ensure adequate review of the following factors:
 - A. Development of a comprehensive street network;
 - B. provision of pedestrian and bicycle linkages between residential, commercial, industrial, educational, and recreational areas;
 - C. encouragement of a variety of dwelling types, heights, and setbacks;
 - D. provision of adequate and attractive buffering between residential, commercial, and industrial developments; and

- E. provision of pedestrian linkages to transit stops where practical.
- 6. The City shall recognize that the area adjacent to the north side of Crescent Avenue, designated as Commercial on the Willakenzie Coburg-Crescent Subarea Land Use Diagram shall be zoned General Office.
- 7. The City shall encourage the development of commercial uses which provide direct services to employees and residents of the surrounding areas. Examples include restaurants, financial institutions, day-care centers, health clubs, grocery stores, delicatessens, drug stores, and recreational facilities. As part of an approved PUD, a drive-through facility may be permitted, but only for pharmaceutical prescription dispensing or financial services.
- 8. Commercial uses are appropriate and desirable within residential planned unit developments when services provided are of a type that will fulfill the day-to-day shopping and service needs of area residents and when those services are to be utilized primarily by the population of northeast Eugene (north of Beltline Highway and east of Gilham Street). Vehicle-oriented services including, but not limited to, service stations, repair garages, and drive-in restaurants shall not be permitted in residential PUD commercial areas.
 - 8.1 Commercial uses allowed in the Neighborhood Commercial zoning district shall be encouraged within residential PUDs.
- 9. The land use plan diagram for the Coburg/Crescent Subarea indicates general locations for parks/open space and low-, medium-, and high-density residential uses. The City shall allow for the consideration of a different arrangement of residential and park/open space uses subject to the following criteria:
 - A. Provision shall be made for an eastern access to the School District 4J school site;
 - B. Provision shall be made for a park site immediately adjacent to the 4J school site;
 - C. Low-density residential uses shall border North Game Farm Road;
 - D. The future parks site must have adequate street frontage (as determined by the City);
 - E. High - density residential development proposed for areas to the east of the Kinney Loop subdivision and west of Crescent Meadows subdivision must be sensitive to the low-density residential development within these subdivisions, while allowing for the development of the site; and
 - F. Provision shall be made for design elements which ensure compatibility between residential and industrial land uses.

11. The City shall allow development of clinics or other medical facilities in that portion of the Coburg/Crescent Subarea that is designated for high-density residential use, subject to an approved planned unit development.
12. The City shall apply the C-2 Community Commercial with a /PD Planned Unit Development overlay zone to the area along the north side of Crescent Avenue designated as Commercial Mixed Use in the Coburg-Crescent Subarea.
13. Development of the area depicted as "Crescent Village" on Inset Map D (page 65) shall only be permitted pursuant to a single final PUD that includes a master plan for all property within the Crescent Village boundaries. The City shall apply the /PD Planned Unit Development overlay zone to all property within the Crescent Village boundaries, and remove the /SR Site Review overlay.
14. Except as provided in this Policy, the intensities of uses otherwise permitted within the Crescent Village boundaries shall not exceed any of the intensities listed in Table 1.

Table 1
Crescent Village Maximum Permitted Land Use Intensity

Development Type	Maximum Intensities
Apt/Rowhouse/Condo*	631 dwelling units
Specialty Retail*	32 KSF
Shopping Center (commercial)	115 KSF
Grocery Store (supermarket)	50 KSF
General Office	102 KSF
Medical-Dental Office	30 KSF

KSF = 1,000 square feet

*Includes 4 flex unit buildings of 4,000 square feet per building – retail, office or living space permitted.

As part of a PUD approval, the City may vary the allowed intensities from those in Table 1 if the developer demonstrates based on the Institute of Transportation Engineers' Trip Generation Manual: (a) those proposed uses and intensities are otherwise consistent with the applicable zoning and land use standards; and (b) the projected peak hour trips from the combination of the proposed uses will be less than or equal to 845 trips into the Crescent Village area and 885 trips out of the area.

15. If requested as part of an application for development, the City shall reduce the minimum floor area ratio (FAR) within the Crescent Village boundaries to .40 for the commercially zoned portion of that area.

SOUTH REGION

The South Willakenzie Region is located west of Interstate 5, south of Interstate 105, and is bounded by the Willamette River on its southern and western borders. A portion of the land in this region is outside the Eugene city limits but within Eugene's UGB. Nearly half of the land within the region is publicly owned. The two largest publicly owned uses in the area are Alton Baker Park and Autzen Stadium.

The Q Street Floodway (or channel) runs through all three subareas of the South Region. The channel was built in the late 1950s/early 1960s, and was designed to collect floodwaters from east of Springfield and carry them past the city to the Willamette River. There were several agencies involved in this watershed construction project, including: the City of Springfield, Lane County, the State of Oregon, the US Soil Conservation Service, and the McKenzie Water Control District (MWCD). (This information was gathered from the document entitled "Watershed Work Plan: Willakenzie Area Watershed, Lane County, Oregon"; March 1959.)

There is at least one segment of the channel which has been given a tax lot number, is owned by the State of Oregon (Highway Commission), and is zoned C-2 General Commercial District. This segment is located in the Ferry Street Bridge subarea. The ownership of and maintenance responsibilities for the remainder of the Q Street Floodway is unknown. A 1959 agreement between the Oregon State Highway Commission, Lane County, and the MCWD (signed March 6, 1959) stipulates that floodway maintenance is the responsibility of the MWCD. (See Appendix for copy of this agreement.) This district is no longer in existence and it is not clear which entity was expected to assume its duties.

This region is divided into three separate subareas to further describe existing land use characteristics and set forth policies to guide future development.



12. Ferry Street Bridge Subarea

This subarea consists primarily of commercially zoned land which is concentrated around the existing Ferry Street Bridge corridor (east and west of Coburg Road). There is one mobile home park located in this subarea on commercially zoned land. This park has been identified as an "at-risk" mobile home park because of its location in a commercial area. Any conversion of the park to nonresidential uses will require that the park owner mitigate the adverse effects on tenants in accordance with the Eugene Code provisions for mobile home park conversions.

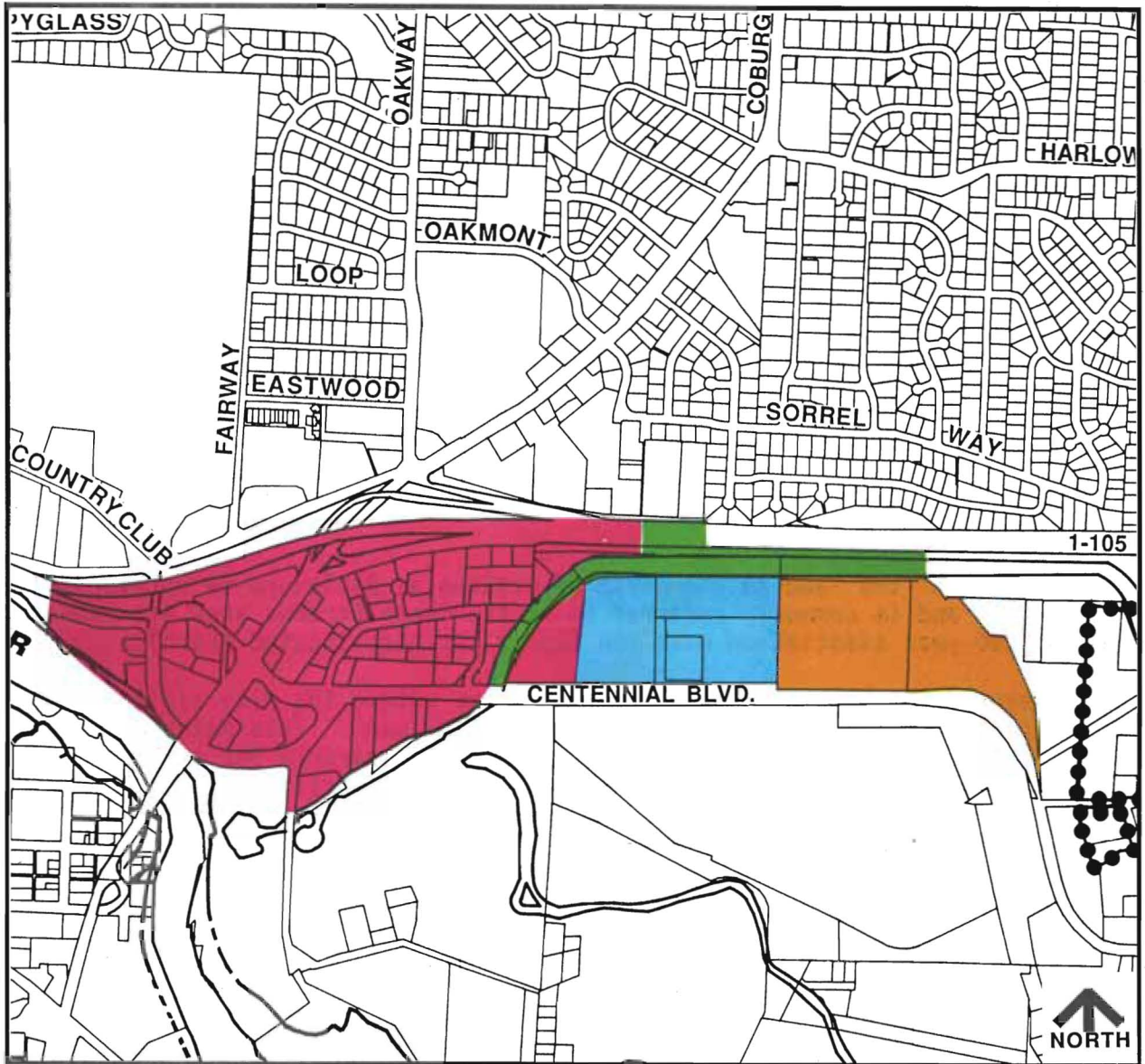
There are two fraternal organizations located within this subarea: the Elks Lodge and the Masonic Lodge. These organizations are located in the portion of the subarea which is zoned and designated for high-density residential land use. The remainder of the uses along the north side of Centennial Boulevard include the Lane County Juvenile Center, the offices of Boy Scouts of America, and the National Guard Armory. A portion of the Q Street Floodway runs through this subarea.

The City is currently engaged in a study to determine improvement alternatives to the Ferry Street Bridge corridor. The result of this project will be a Final Environmental Impact Study which will recommend a preferred alternative for transportation routes across the Willamette River in this general location.

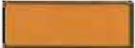



It is possible that the preferred alternative may involve a significant change in the overall transportation network in this immediate area. This potential change in the transportation network will very likely necessitate a reevaluation of existing land use designations for the area. This is especially true as it relates to the existing patterns of land use which have developed around the present bridge corridor.

Ferry Street Bridge Subarea Policies and Proposed Actions

1. The City shall encourage site development practices which promote compatibility between high-density residential land uses and the Q Street Floodway and Autzen Stadium.
 - 1.1 Apply the /SR Site Review suffix to all parcels designated for high-density residential land use which abut the Q Street Floodway and/or are adjacent to Autzen Stadium.
2. The City shall reexamine the land use designations in this subarea upon final adoption of the Final Environmental Impact Statement regarding the preferred alternative for the Ferry Street Bridge project.
3. The City shall recognize the Q Street Floodway as being appropriate for Park and Open Space land use designation.
 - 3.1 The City shall rezone publicly owned portions of the Q Street Floodway to the Public Land zoning district.



FERRY STREET BRIDGE SUBAREA

-  High-Density Residential
-  Government and Education
-  Commercial
-  Parks/Open Space

No Scale

13. Chase Gardens Subarea

This subarea is bisected by Centennial Boulevard, which runs in an east-west direction through the area. The characteristics of the subarea to the south of Centennial Boulevard are very different from those to the north of Centennial Boulevard.

The area south of Centennial Boulevard is primarily developed with the Chevy Chase and Quail Run subdivisions. The Chevy Chase area includes a 2.8 acre park. Land along the west side of I-5 is encumbered by a 78-foot wide public utility easement containing a 115-kilovolt EWEB power line.

The land north of Centennial Boulevard contains several medium and high-density apartment complexes, some older single family homes, an EWEB electric substation and training facility, and a recently purchased four acre City park site along the north bank of the Q Street channel. Approximately 21 acres of land located north of Centennial Boulevard is outside the City limits, including five properties along the west side of Garden Way that are collectively recognized by the National Registry of Historic Places as a "historic ensemble." The area north of Centennial Boulevard is commonly referred to as the Chase Gardens area, so named for its 100-year association with a family agricultural business there.

The Willakenzie Area Plan, 1992, identified Chase Gardens as an "Opportunity Area" because of its planned concentration of high density housing, commercial services, natural and historic features, and frequent transit service. With Transportation Growth Management grant funding from the state Department of Land Conservation and Development and the Department of Transportation, the potential for nodal development was explored. The results were published in the Chase Garden Nodal Development Plan, by Satre Associates, July 29, 2001. The recommendations of that report were legislatively translated into the policies contained in this plan and a special area zone district that directs new development into nodal patterns.

Nodal development is a mixed-use, pedestrian-friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented. Fundamental characteristics of nodal development require:

- Design elements that support pedestrian environments and encourage transit use, walking and bicycling;
- A transit stop which is within walking distance (generally 1/4 mile) of anywhere in the node;
- Mixed uses so that services are available within walking distance;
- Public spaces, such as parks, public and private open space, and public facilities, that can be reached without driving; and
- A mix of housing types and residential densities that achieve an overall net density of at least 12 units per net acre.

The nodal development plan for this area relies on the following key ingredients:

1. **Neighborhood Commercial Services.** The commercial core of the area will be situated near the intersection of Garden Way and Centennial Boulevard. Commercial services will line both sides of Garden Way in the vicinity of a new intersection about 400 feet north of Centennial Boulevard, creating an environment friendly to pedestrians and retailers and an identifiable center for the community. A moderate sized grocery store will provide a wide range of services to Chase Gardens residents without drawing significant amounts of traffic from outside the area.
2. **Street Network.** Garden Way will be the main collector road within the Chase Gardens area and the retail heart of the neighborhood. Garden Way will be reconstructed to have safer curves, landscaped medians and bike lanes, and will be designed to keep traffic at 20-25 miles per hour. Frequent transit service will continue to travel through the center of the commercial area. Additional local streets will complete connections between the residential areas and commercial services. See Chase Gardens Street Network Map.
3. **Growth and Preservation.** The area will continue to grow with high density residential and commercial development, yet special features such as the Q Street Channel, the historic ensemble recognized by the National Registry of Historic Places, new City park, and significant vegetation should be preserved as reminders of this area's special natural and cultural heritage.

Nodal development requires a combination of uses strategically placed, traditional architecture and site design, and traffic control, all carefully arranged to be pedestrian friendly, encourage bike and transit ridership, and facilitate high density development, retail vitality, and a wholesome living environment. Without an infusion of public funds to subsidize development, which is not currently available, the city can only encourage nodal development with a policy and regulatory framework utilizing the site's existing amenities.

Chase Gardens Subarea Policies and Proposed Actions

1. The City shall not require development of historic properties, but shall allow for eventual development of these sites as high density residential, with limited commercial opportunities, at the owners' discretion. Rezoning to Historic District is encouraged as an alternative to the standard high density residential/mixed use zone.
2. New development abutting historic properties shall provide an effective transition between urban and rural uses, recognizing the high density nature of the new development. New buildings facing the historic ensemble from across Garden Way should emulate the architectural forms and materials of the historic residences.
3. The City shall recognize Garden Way north of Centennial Boulevard as appropriate for a neighborhood-oriented commercial center. Commercial land uses shall be sized to allow a full range of retail and commercial services for area residents, as well as offices and employment opportunities, but not encourage significant travel from outside the area.

4. The City shall create a special area zone or overlay zone, or both, to direct commercial and high density residential development into nodal patterns. Use regulations shall require development along the double-curve portion of Garden Way to emulate a neighborhood village or "Main Street" development pattern. A limited mix of retail uses shall be encouraged in areas abutting South Garden Way.
5. Garden Way shall be improved as the area's main north-south collector street and retail center. Street improvements shall include design-speeds under 25 miles per hour, landscaped medians, bike lanes, easy pedestrian crossings, and centrally located transit station. The City shall consider retaining a separated bike or multi-use path on the east side of the street, or provide a wide sidewalk on the east side that will allow off street bicycle travel, and improvements to facilitate pedestrian movements from the south side of the Centennial Boulevard. Street improvements shall minimize impacts to the Historic Ensemble, including mature trees.
6. Development within this area shall provide street and pedestrian connections to facilitate movement between residences and the commercial center, but arranged in such a way that cut-through traffic from outside the node is not encouraged.
7. Zoning shall reflect the area's planned park site and existing government uses (e.g., EWEB substation). In the event public use of either of these sites is discontinued, the preferred replacement use is high density residential.
8. Development adjacent to I-5 or I-105 shall be designed to reduce noise to Uniform Building Code standards and visual impacts of the automobiles with sound buffering walls, building design, earth form, vegetation, or setbacks.
9. A pedestrian or bike path should be developed between Kinsrow and Garden Way using the narrow property that extends through the Historic Ensemble. In the long term, if the adjacent historic properties develop, this access way should be expanded into a local street connection between Kinsrow and Garden Way, if possible.
10. Development shall be sensitive to the area's natural features, such as mature trees, windrows, remnant orchards, and the Q Street Channel.
11. Upon annexation and prior to land division or development, properties located along or east of Garden Way shall rezone to S-CN Chase Node Special Area Zone.

Chase Gardens Subarea Willakenzie Area Plan Land Use Diagram Amendments



file RA 01-5



- Eugene City Limits
- Chase Node
- Parks & Open Space
- Low Density Residential
- Commercial
- High Density Residential
- Mixed Use Subarea

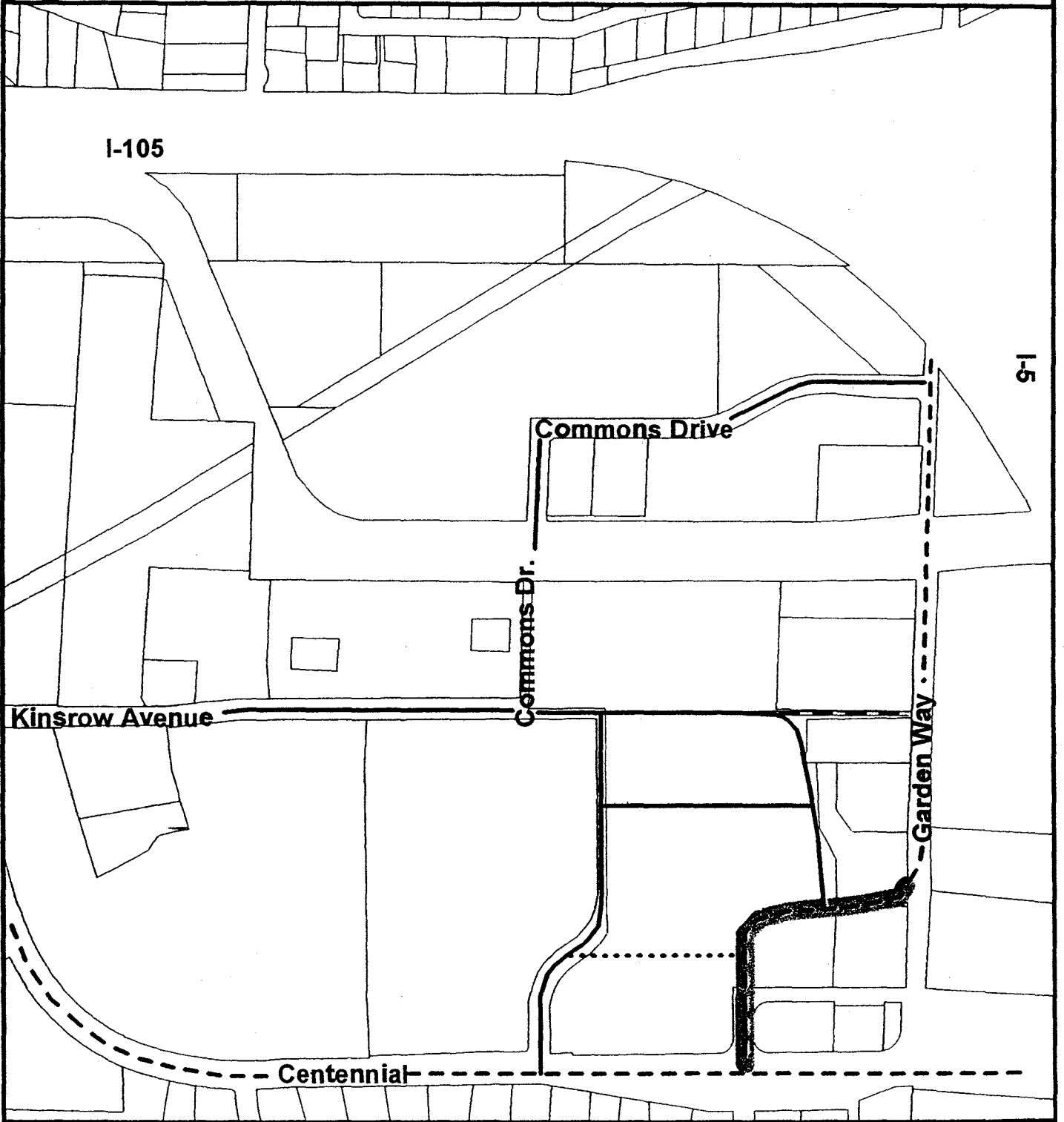
Chase Gardens Subarea as amended
by Ordinance No. 20265 (11/12/03).



Chase Gardens Street Network Map



No RA 01-5



- - - Major Streets
- Local Streets and Local Collectors
- Long Term: Local Street
- Short Term: Bike Path
- Easements for through-traffic and pedestrian access
- █ Primary Pedestrian - oriented street section

Chase Gardens Subarea as amended by Ordinance No. 20265 (11/12/03).



14. Alton Baker Subarea

This subarea lies south of Centennial Boulevard and east of Coburg Road. Alton Baker Park, the Willamette Science and Technology Center (WISTEC), and the Autzen Stadium athletic complex are major public facilities within the subarea. All of this subarea is within the Willamette River Greenway.

Alton Baker Park occupies approximately 375 acres at the extreme southern end of the study area. Its location near the center of the city's urban area along the north bank of the Willamette River heightens its importance as a regional park facility.

In 1986, Lane County adopted the Alton Baker Park Master Plan. That plan contains goals, policies, and recommendations for use and development of the park. After the plan was adopted, Lane County and the City have entered into discussions concerning the transfer of park jurisdiction to the City. A portion of the western end of the park has been transferred to the City. The City PARCS Department is also preparing a long-range development plan for its portion of the park which may require revisions to the adopted Parks Master Plan. The City and County will continue to discuss the transfer of other sections of the park to the City.

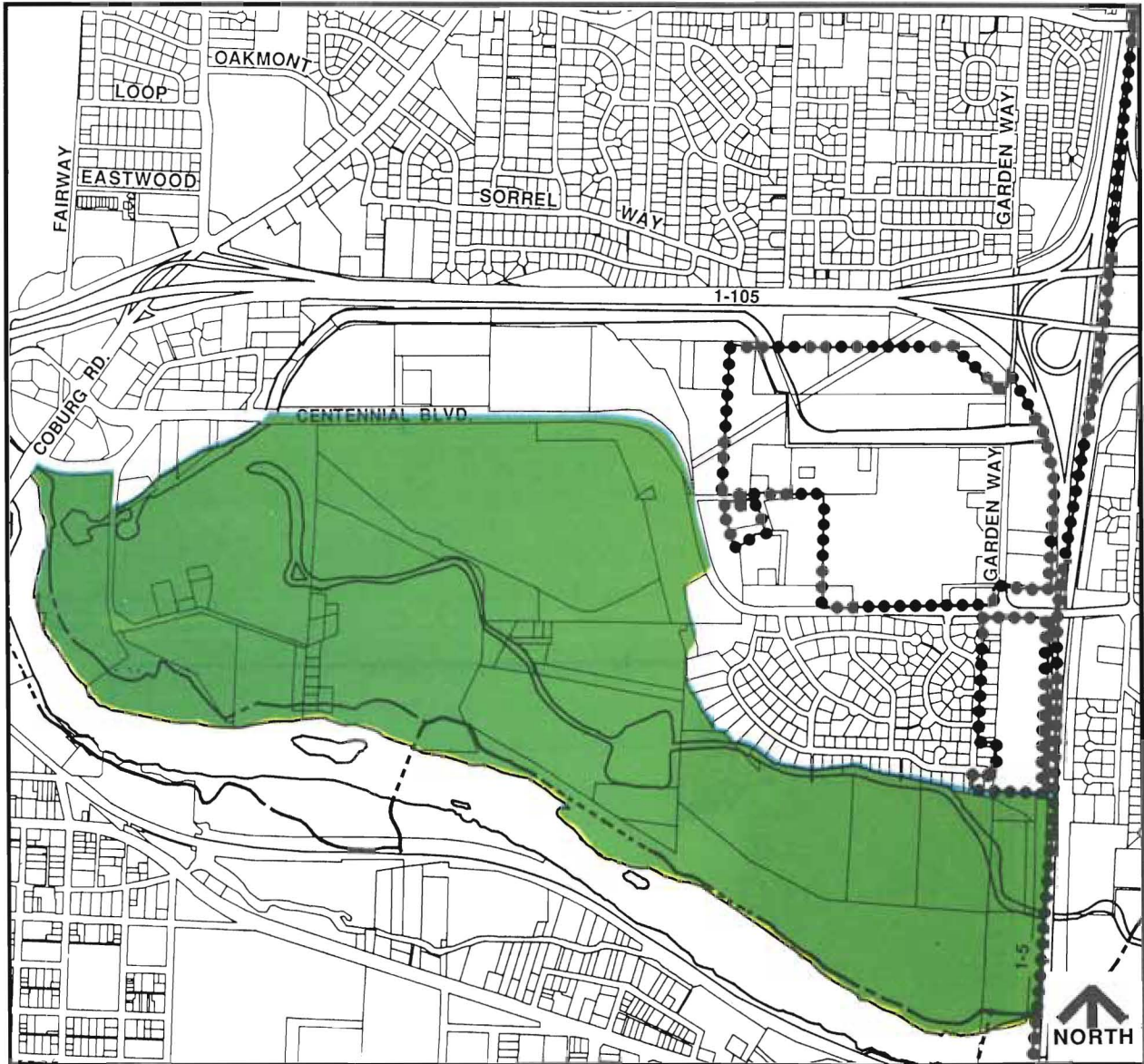
The Alton Baker Park Master Plan identifies two uses as incompatible with park development goals. The plan recommends acquisition of a privately owned parcel in the central portion of the park, currently owned and occupied by KEED radio station. The plan also recommends discontinuation of residential uses in the park. Currently, there are five County-owned residences in the park which are rented for residential use.

The Alton Baker Master Plan designates a majority of the eastern half of the park as an "open space opportunity area". This area is the site of the former Day Island landfill which was operated by Lane County until its closure in 1974. This area is also the site Lane County is investigating for the possible development of a public golf course.

The Autzen Stadium athletic complex is owned and managed by the University of Oregon. The stadium and parking lot were constructed in 1967. The stadium contains seating for 40,000 spectators and the site surrounding it has more than 5,000 parking spaces. In 1987, the City approved a conditional use permit for the construction of stadium "sky-suites" and the Len Casanova Athletic Complex which will house the University Athletic Department and affiliated uses.

The University has prepared a conceptual master plan for the Autzen stadium site which outlines a rehabilitation program which will result in extensive landscaping of the parking area and site perimeter, development of a ring road to enhance site circulation, development of controlled access points into the stadium, and complete paving of the parking area.

The City is currently engaged in a study to determine improvement alternatives for the Ferry Street Bridge corridor. Of the 14 preliminary alternatives which were developed, there will be four (4) alternatives included in the evaluation of alternatives in the Ferry Street Bridge Environmental Impact



ALTON BAKER SUBAREA



Parks/Open Space

No Scale

Statement (EIS). Of these four (4) alternatives, two (2) may have some impact on Alton Baker Park. If parklands are affected by the proposed project, the extent of impacts to the park and surrounding land uses will be evaluated within the EIS.

Alton Baker Subarea Policies and Proposed Actions

1. Upon completion of the transfer of the park, or portions of the park, to the City of Eugene, the City shall evaluate the need for a master plan for those areas of the park under City jurisdiction.
2. The City shall reexamine the land use designations in this subarea upon final adoption of the Final Environment Impact Statement regarding the preferred alternative for the Ferry Street Bridge project.



Pedestrian bridge over canoe canal in Alton Baker Park.

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT

INTRODUCTION

In November 1988, the Willakenzie Planning Team held several public meetings to identify Willakenzie area planning issues. Transportation-related issues dominated the list of concerns identified by area residents and property owners. In general, their concerns focused on traffic congestion, perceived inadequacies of the Ferry Street Bridge, management of traffic controls (signals, stop signs, and speed limits), through traffic on local streets, street maintenance, highway noise, and pedestrian safety. (Refer to the Appendix for a complete transcript of the Willakenzie Issues Forum.)

Traffic levels in the Willakenzie area have increased substantially in recent years. These increases are due not only to local population increases, but to increased mobility brought about by fundamental social and economic change. Increases in the number of registered vehicles, the number of cars per capita, the number of women in the work force, the number of jobs in the community, and the location of employment growth areas have all influenced levels of traffic and traffic congestion in the community. As the area continues to grow, levels of congestion, noise, and air pollution; opportunities for pedestrian/automobile conflicts; and other transportation-related problems are also likely to grow. It is the perception of area residents that the existing transportation network in the Willakenzie area is approaching or has reached capacity.

The Transportation Element outlines a strategy for maintaining and enhancing mobility in the area while minimizing the impacts of increased levels of traffic on neighborhood livability. This plan element contains a discussion of transportation-related issues in the Willakenzie area and establishes transportation policies and implementation strategies for the Willakenzie area. It also contains a discussion of study area characteristics that influence the movement of goods and people within and through the Willakenzie planning area. A full range of potential modes of transportation are considered, including the automobile, mass transit, bicycling, and walking.

CHARACTERISTICS OF THE WILLAKENZIE TRANSPORTATION NETWORK

The Willakenzie planning area is, in some ways, ideally situated with respect to development of an efficient transportation system. Proximity to Interstate 5, Beltline Road, Delta Highway, Coburg Road, Centennial Boulevard, and the Eugene-Springfield freeway (I-105) ensures excellent access and linkage to other parts of the city and metropolitan area. Major employment and shopping areas are readily accessible to area residents: The area has the beginnings of an effective bike route system. The public transit system serves nearly all of the arterial streets in the Willakenzie area.

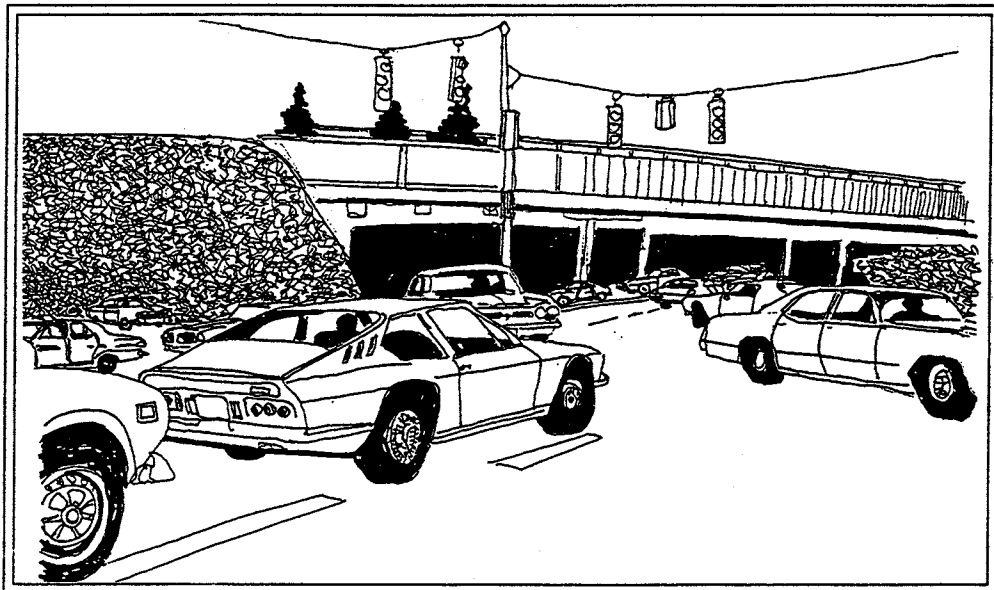
The land use and transportation pattern in the area south of Beltline Road is well-defined. The bulk of north-south traffic movements are confined to six major streets: I-5, Coburg Road, Oakway Road, Gilham Road, Norkenzie Road, and Delta Highway. Similarly, the majority of east-west movements are accommodated on the higher-speed freeways (I-105 and Beltline) and several arterial streets (Harlow Road, Centennial, Country Club, Cal Young Road,

Crescent Avenue, and Green Acres Road). Opportunities for new, high-capacity streets in this developed area are extremely limited.

The portion of the Willakenzie area with the most dramatic growth potential is the area north of Beltline. Approximately two-thirds of this area lies outside the city limits, and is currently unserved, underdeveloped, or undeveloped. The street system in the unincorporated area is very poorly defined. Existing north-south arterials can be extended to serve this area, but additional east-west streets will need to be developed north of Crescent to accommodate future traffic.

The area between the urban growth boundary and the McKenzie and Willamette rivers is occupied almost exclusively by sand and gravel operations. Sand and gravel resources in this area are expected to last well beyond the planning period for the Willakenzie Plan. Noise and truck traffic associated with the extraction and processing of sand and gravel have been cited as sources of potential conflict with the development of urban uses.

North Delta Highway, County Farm Road, and Coburg Road (north of Beltline) are used extensively by local sand and gravel operators. Large numbers of gravel trucks use these routes on a daily basis. Future residential and commercial development occurring on land abutting these corridors will need to address noise and traffic circulation conflicts that will arise from development of land adjacent to this pre-existing use. (See Access Controls Map and Noise Control Corridors Map.) Special efforts should be made to limit noise impacts from gravel trucks and gravel-processing equipment through extensive use of earthen berms and appropriate residential and open space siting and design techniques.



Traffic volumes will continue to increase in the Willakenzie area.

Jurisdictions

There are approximately 107 miles of streets and highways in the Willakenzie planning area. Streets and highways serving the Willakenzie area fall under the jurisdiction of the State of Oregon, Lane County, and the City of Eugene. State facilities include: Interstate 5, the Eugene-Springfield Highway (I-105), and Beltline Road. County facilities include: Delta Highway between I-105 and Green Acres Road, and the entire street system lying outside the current city limits. All other streets in the planning area are under the jurisdiction of Eugene.

In 1987, Lane County and Eugene agreed to transfer jurisdiction of certain urban services from the County to the City. The transfer of jurisdiction was achieved by a mechanism known as "urban transition." The purpose of urban transition is to assign regulatory and financial responsibility to the jurisdiction that will ultimately provide urban service to an area.

The urban transition agreement for streets and roads transfers jurisdiction from several County-maintained streets to Eugene. The agreement also establishes a way for County roads affected by annexation to be transferred to the City's jurisdiction. Maintenance and improvements to those streets identified in the agreement are now Eugene's responsibility.

River Crossings

The Willamette River forms a physical boundary between the Willakenzie planning area and the remainder of the city. Three vehicular bridges--Ferry Street Bridge, Washington-Jefferson Bridge, and Beltline Bridge--cross the Willamette River within the planning area. All three bridges are an integral part of the area's transportation network. In addition, there are four bicycle bridges crossing the Willamette in the planning area. They include the Knickerbocker Bridge, Autzen Bridge, Greenway Bridge, and Owosso Bridge. These bicycle bridges facilitate efficient bicycle and pedestrian travel by reducing barriers to pedestrian and bicycle travel in the area. Transportation planning for the Willakenzie area is controlled to a great extent by the number and locations of bridges connecting this area with other parts of the city.

The Ferry Street Bridge (FSB) provides access to the downtown and University of Oregon areas. Traffic volumes on the bridge and within the FSB corridor are projected to increase by 50 percent over the next 20 years. Population growth and associated increases in traffic volumes have resulted in a variety of traffic problems within the corridor including rush hour congestion, unsafe turning movements, and conflicts between pedestrians, bicycles, and motor vehicles.

The City has initiated a comprehensive study of the FSB corridor to determine how these problems should be addressed. A key product of the study is the FSB Environmental Impact Statement (EIS). The EIS will analyze the environmental impacts associated with identified alternative solutions to problems within the corridor. The selection of a preferred alternative is not expected to occur within the time frame for development of this plan. Several of the alternative scenarios could have a significant impact on land uses and traffic movements within the Central and South Regions of the Land Use Element. Specific recommendations for transportation improvements within the Ferry

Street Bridge corridor will be developed through the Ferry Street Bridge Study.

The Beltline Bridge provides access to River Road/Santa Clara, west Eugene, and highways 99 and 126. Increasing traffic volumes on Beltline Road have prompted consideration of improvements to Beltline between Delta Highway and River Road. The project, which is identified in TransPlan, is included in the State's Six-Year Highway Improvement Program for preliminary planning and environmental analysis in 1996.

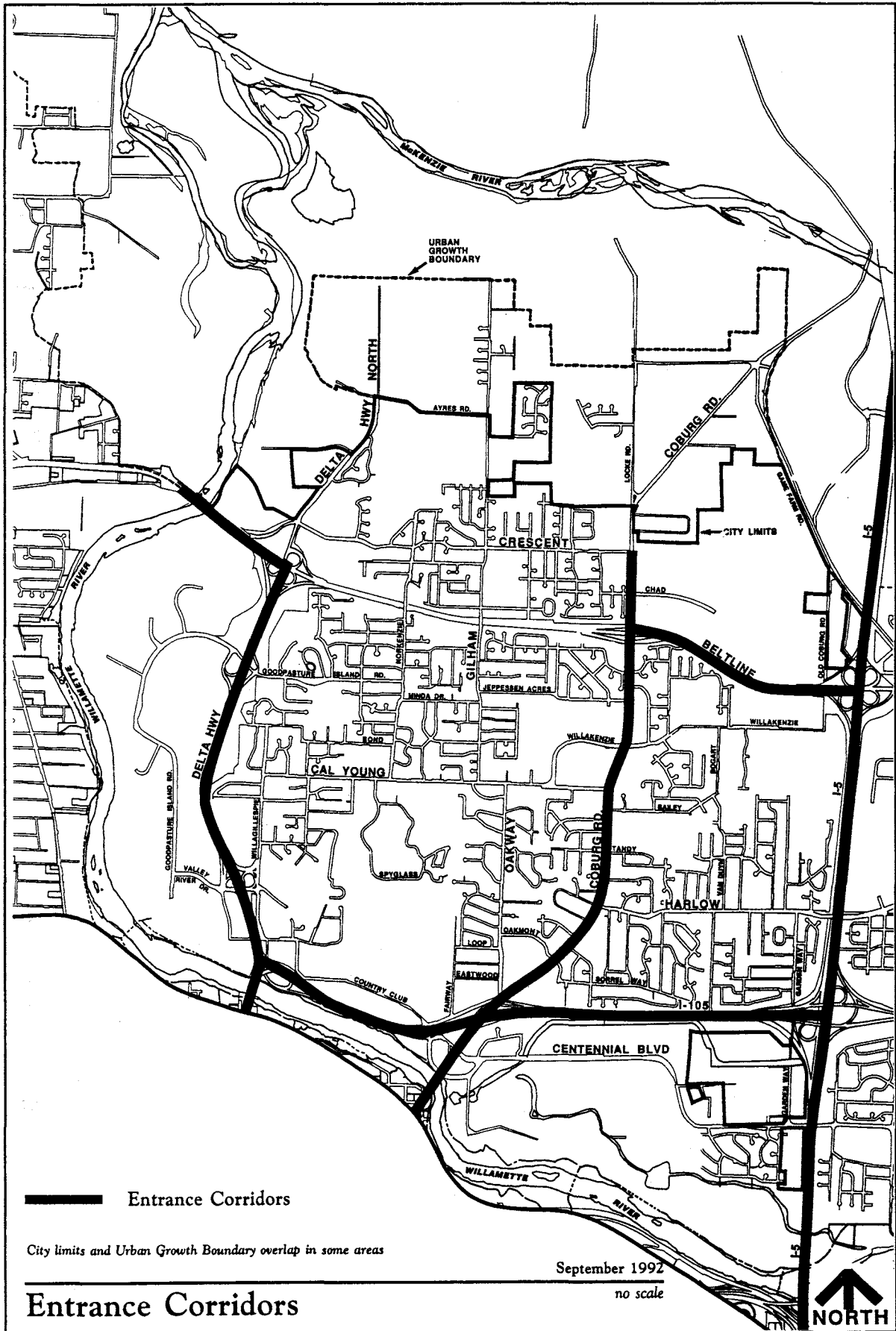
TransPlan also identifies a need for a new bridge across the Willamette in the vicinity of Valley River Center. This project is intended to alleviate congestion on several area roadways by providing an alternate river crossing. A comprehensive study to determine location and right-of-way alternatives, as well as the environmental impacts of a new bridge, will be initiated in the near future. Like the Ferry Street Bridge project, this project is likely to result in significant changes to local land use patterns and traffic movements. It is anticipated that the study area for the Willakenzie portion of this project will encompass all of Goodpasture Island. Specific recommendations for transportation improvements associated with this project will be developed through the future Goodpasture Island Access Study.

Regional Traffic

Traffic in the Willakenzie area does not necessarily originate or have a destination within the planning area. Several of the arterials in the planning area serve a regional transportation function. These roads serve major regional facilities, such as Valley River Center and Autzen Stadium, or they interconnect with the State highway system. In general, an attempt is made to encourage through traffic to use major arterials, especially those on the State and County systems (I-105, Beltline, and Delta), to reduce the levels of regional traffic using neighborhood area streets. Other major and minor arterials in the area that carry heavy volumes of regional traffic include Centennial Boulevard, Club Road, Coburg Road, Game Farm Road, and Harlow Road.

Entrance Corridors

Several of the major roads in the planning area function as primary entrances to the city. (See Entrance Corridors Map.) These roads bring travelers into Eugene from Interstate 5, Mahlon Sweet Airport, or Highway 126 and Highway 99. These primary entrance roads have been designated as entrance corridors in the City of Eugene Entrance Beautification Study. Entrance corridors are focal points for future highway improvement and beautification projects, including landscaping, entrance signing, and improvements to guide signing for various regional destinations.



FUNCTIONAL CLASSIFICATIONS

Streets are classified according to their traffic-carrying capabilities and design functions. The function of the street determines whether it is primarily used to provide access to property or whether it facilitates movement through an area. The classification system used by the City assigns one of four classifications to area streets; they are classified as local streets, collectors, minor arterials, or major arterials.

Local Streets

Streets whose primary function is to provide land access are classified as local streets. These are narrow, slow-speed, low-volume service facilities. They contain minimal signing and striping, allow a mixture of unsegregated uses within the right-of-way (bikes, pedestrians, motor vehicles, parking), and typically carry fewer than 500 vehicles per day.

Collectors

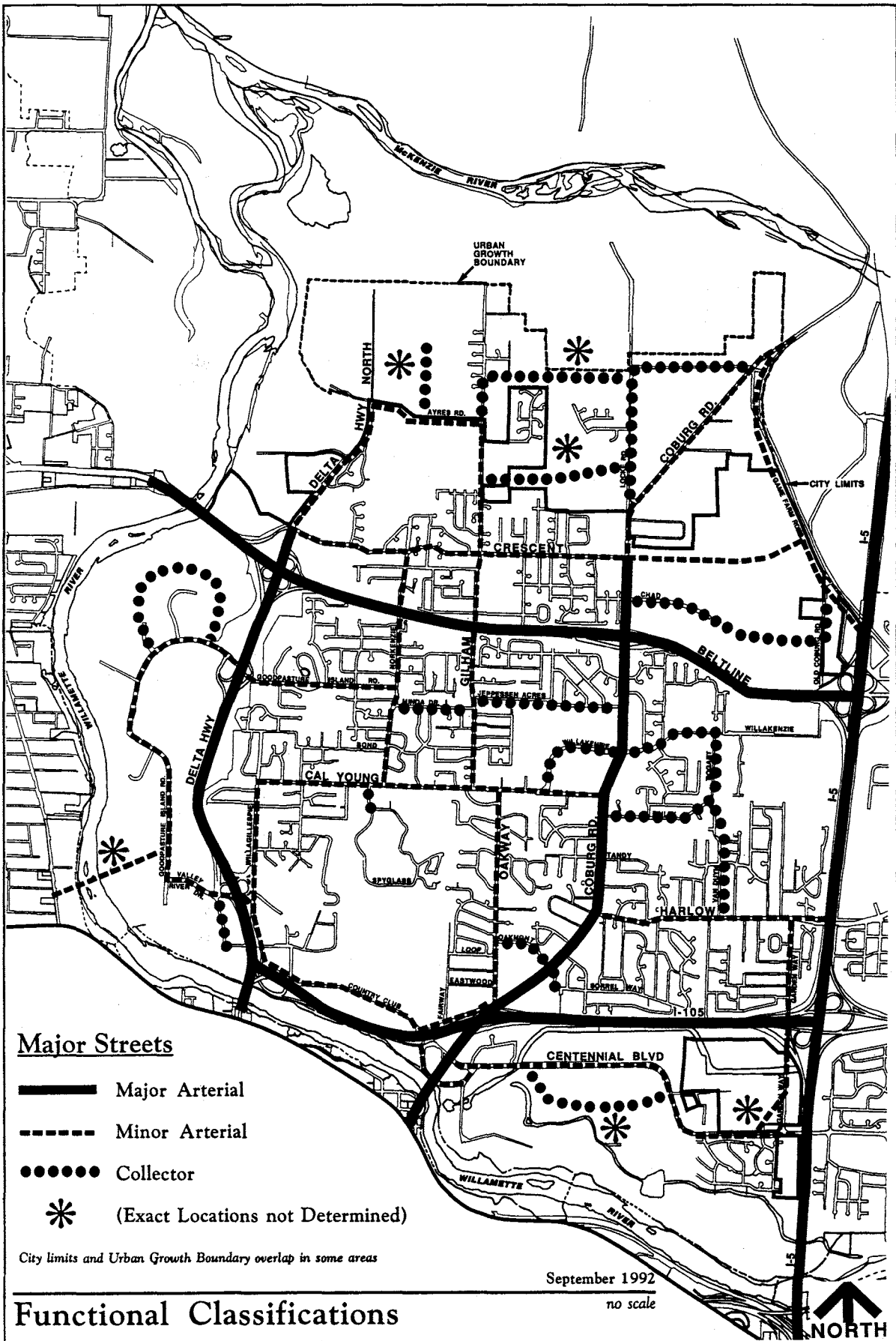
Collectors are streets which collect traffic from the local street system and distribute it to the arterial system. Collector streets have a higher priority for maintenance than local streets, and on-street parking is occasionally restricted on them. Collectors usually provide a high degree of private property access. Collectors normally carry between 1,500 and 5,000 vehicles per day, although some collectors, especially those in commercial areas, may carry more than 10,000 vehicles per day.

Minor Arterials

Streets whose primary function is the movement of large volumes of relatively high-speed traffic are classified as minor or major arterials, depending on the volume of traffic on the street and the purpose and length of trips taken on the street. Minor arterials are designed to carry large traffic volumes, but relatively less than major arterials. They are typically two or three lanes, have some but not total access control, serve neighborhood-level traffic generators, and distribute traffic from collectors to major arterials. Some minor arterials have restricted, on-street parking. They usually carry between 5,000 and 15,000 vehicles per day; occasionally minor arterials in commercial areas may have four or more lanes and carry over 20,000 trips per day.

Major Arterials

Major arterials are usually, but not always, four or more lanes. They generally connect major traffic generators within the city and provide linkage with important rural routes. They are typically wide, carry large volumes of traffic, and have no on-street parking. Signals or grade separations are used for traffic control at major intersections. Through traffic and regional traffic is encouraged to use the arterial system. Major arterials usually carry more than 15,000 vehicles per day, up to volumes as high as 50,000 or more on a few routes.



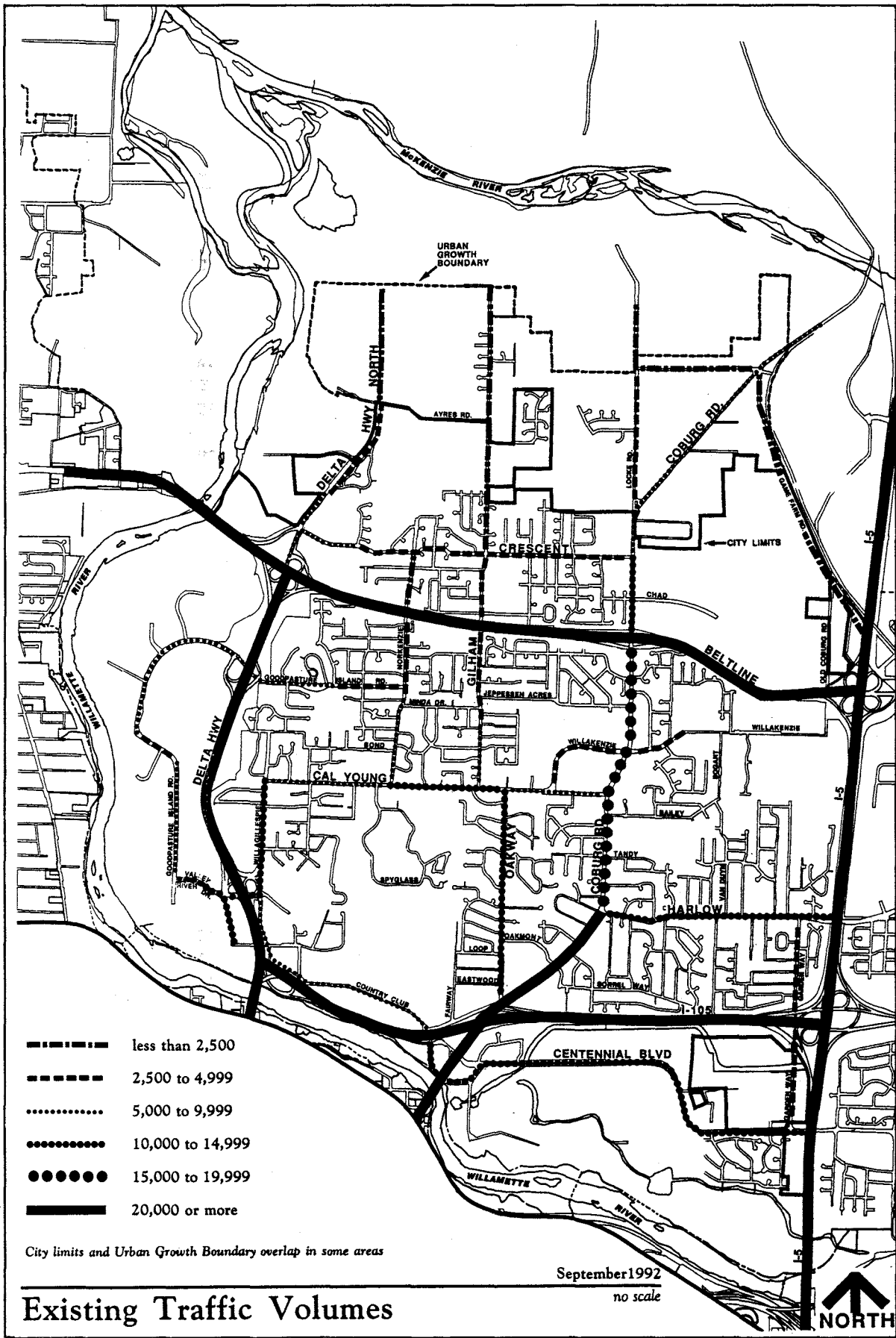
The majority of major arterial streets in the Willakenzie area are designed as "limited-access" arterials. These streets, because they typically carry large volumes of through traffic, have a limited number of points of access. Those streets considered as limited access arterials include Interstate 5, the Eugene-Springfield Highway (I-105), Delta Highway, and Beltline Road. Restricting access on a street is one technique commonly used to reduce potential or actual conflicts between higher speed through traffic and local traffic. Functional classifications for streets in the Willakenzie area are shown on the Functional Classifications Map.

Coburg Road is the only major arterial within the planning area not designed as a limited-access street. This street carries large volumes of through traffic (10,000 to 35,000 vehicles per day) and provides direct access to numerous private developments and cross streets. A variety of land use types exist along this corridor including strip commercial, nodal commercial, office commercial, multiple-family residential, and single-family residential. Coburg Road is also identified as one of the city's entrance corridors.

Travelers within the Coburg Road corridor experience significant traffic congestion and safety problems at certain times of the day and within certain segments of the corridor. As volumes increase on this street, congestion and safety concerns will also increase. At present, there appear to be two options for maintaining and/or improving the efficiency and attractiveness of Coburg Road. One alternative is to widen the existing street to carry additional traffic. This alternative would have significant negative impacts on developments along both sides of the corridor and would incur tremendous right-of-way acquisition costs. A second option is to take measures to improve the operational efficiency of the street through the implementation of minor improvements at specific locations.

Operational improvements could include minor widenings at intersections to accommodate additional turn lanes, access modifications to minimize turning conflicts and erratic driving maneuvers, improved traffic signing to better guide motorists, and improved traffic signal operations to enhance traffic flow on Coburg Road. Improvements of these types may be sufficient to accommodate traffic on this street for the next 10 to 15 years, depending on the rate of growth in the area.

Specific improvement projects within the corridor may offer numerous opportunities to enhance the visual qualities of the street and abutting land uses. A comprehensive study of traffic, visual, and land use characteristics of the Coburg Road corridor would ensure that operational and visual enhancement concerns are simultaneously addressed on future improvement projects.



TRANSPORTATION INFRASTRUCTURE OF THE WILLAKENZIE AREA

This section describes multi-modal infrastructure improvements needed to accommodate future growth in the Willakenzie area. Within the next 20 years, traffic volumes are projected to increase as much as 50 to 60 percent over present volumes on major streets throughout the neighborhood. (See Existing Traffic Volumes Map.) New development will heighten the need for a balanced transportation system in this area. That system should provide an adequate street system that will accommodate vehicles of all types. However, it must also provide for necessary increases in the use of alternate modes of transportation such as mass transit, bicycles and walking.

Streets

Significant portions of the area's street network are not designed or improved to urban standards. A street is considered to meet urban standards when it has curbs, gutters, sidewalks, bike lanes (when needed), lighting, and an adequate paving width. Approximately 21 percent of the 85 miles of streets in Eugene's jurisdiction, and all of the 13 miles of streets in the County's jurisdiction, do not meet urban standards.

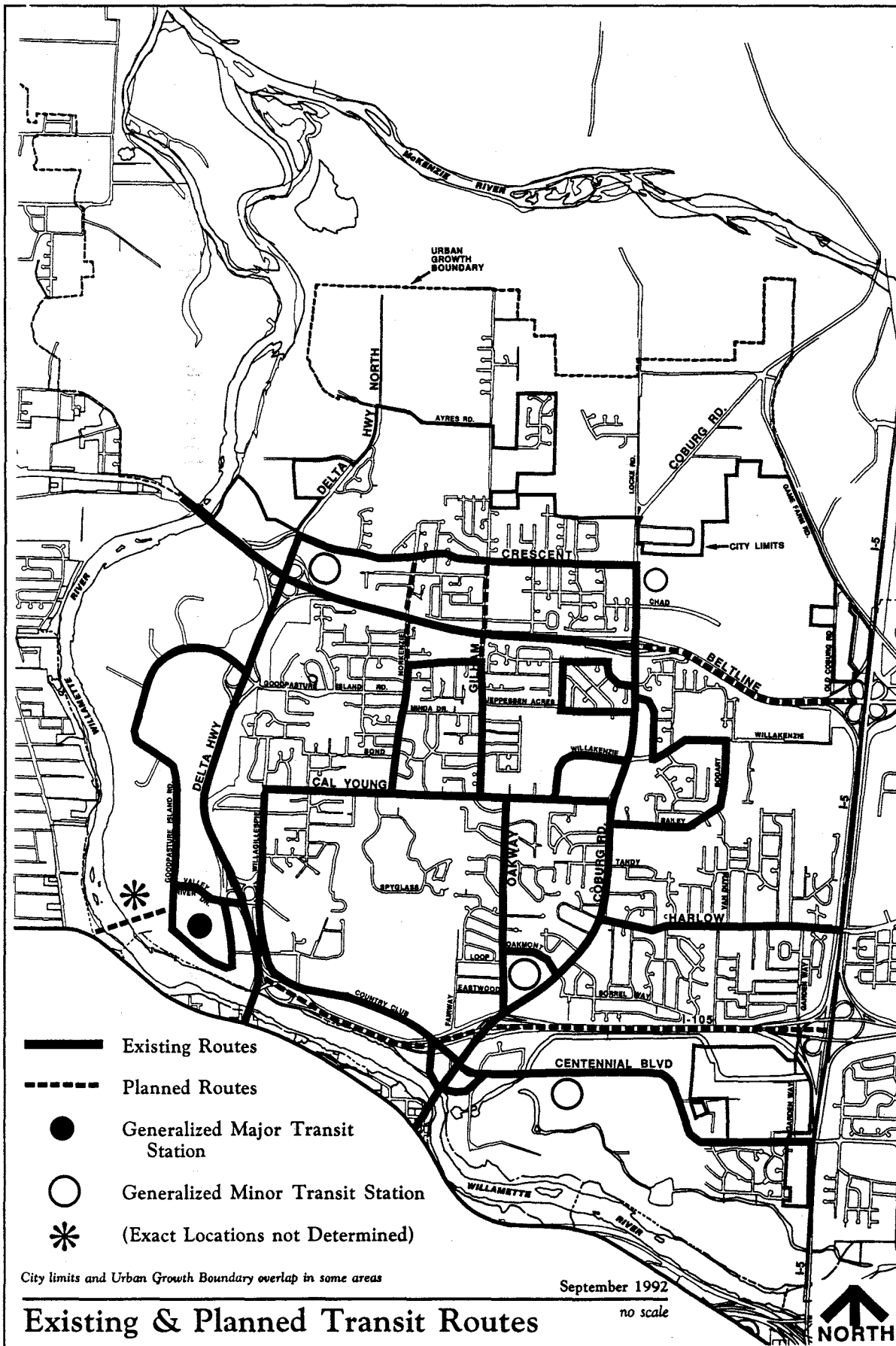
Many of the unimproved streets are local streets which provide direct access to residential parcels. Substandard conditions on these streets include gravel or minimal asphalt surfacing and lack of curbs, sidewalks, and storm drainage. Local street improvements are initiated by abutting property owners who are assessed for the improvements.

The City will focus its efforts on improving the arterial and collector system to urban standards. Growth in the area will trigger the need for upgrading and reconstruction of various arterial and collector streets as described in Table T-1 (included in this element). Typically, these improvements will include reconstructing the streets to include curbs, gutters, sidewalks, bike lanes, and center turn lanes. The City will continue to pursue additional or improved river crossings in the Ferry Street Bridge corridor and in the vicinity of Valley River Center.

The unincorporated area north of the existing city limits contains a poorly defined street system. The existing street network is inadequate to serve the urbanizable area within the urban growth boundary. In addition, streets within the unincorporated area are improved only to rural standards. Arterial and collector streets which are thought to be necessary to serve future development in the unincorporated area are shown on the Willakenzie Area Functional Classification Map. As this area is developed and following annexation to Eugene, new streets will be constructed to urban standards.

Transit

The planned mass transit system for the Willakenzie area, and for the entire metro area, is an all-bus system. Currently, Lane Transit District (LTD), the transit system operator, provides service to most of the arterials and collector streets within the Willakenzie area as far north as Crescent Avenue.



Various policies within the Metro Plan and TransPlan are directed at enhancing the viability of the public transit system. These policies recognize the relationship between land use patterns, development practices, and transit effectiveness. Among those land use factors affecting the efficiency and vitality of the transit system are the following: density; development location; mixed-use development; and site design.

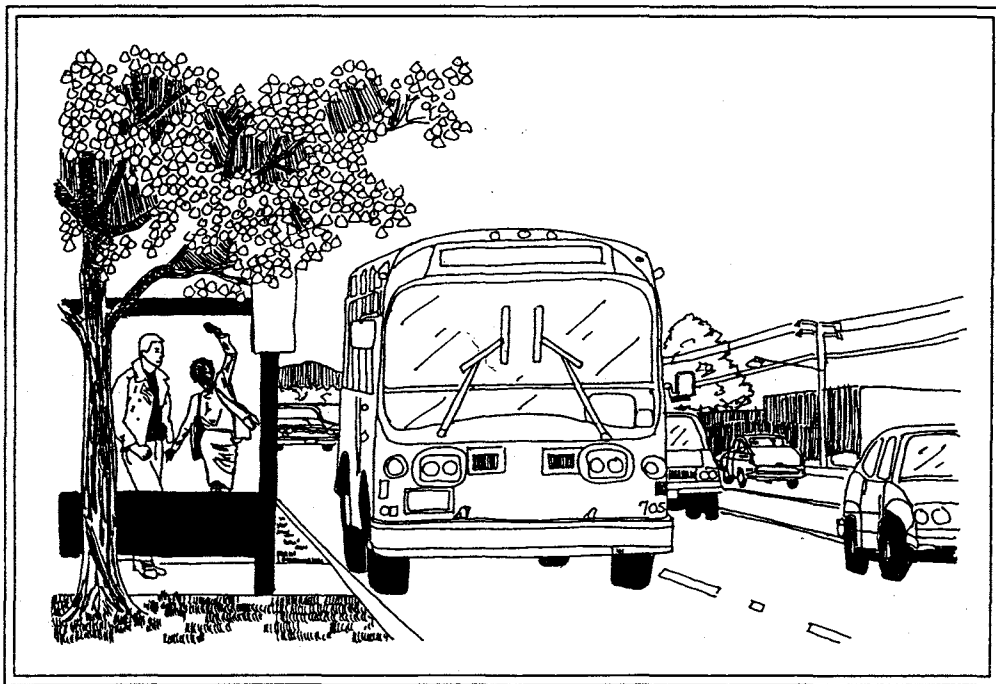
Density. Residential and employment densities strongly influence transit service. As residential and employment densities rise in an area, transit ridership is correspondingly higher. The Metro Plan encourages higher-density development throughout the metropolitan area.

Development Location. Concentration of development (particularly transit attracters) within existing activity centers can intensify transit ridership. The Metro Plan and the Willakenzie Plan encourage the development of activity nodes containing higher density housing, commercial uses, and mixed-use development.

Mixed-Use Development. These developments contain a variety of uses within one project, on a single site, or very close to one another. The mixing of office, residential, and retail uses reduces the need to travel to shop or work and results in a reduction in the use of the automobile for work trips or lunch hour and after-work shopping trips. Mixed-use developments also permit greater opportunities for shared parking and corresponding reduction of required parking spaces. Both the Metro Plan and Willakenzie Plan encourage the development of mixed-use centers.

Site Design. Transit use can be encouraged through the application of transit-sensitive site design. Particular attention should be paid to the location of transit stops and parking lots relative to the building site, especially for office and other employment areas. In general, transit stops should be located closer to the building than employee parking areas. Parking for single-occupant vehicles should be located furthest from the building. Buildings should be clustered and organized around an easily identifiable transit stop to encourage transit use. Transit stops should be linked to all buildings by paved sidewalks. All transit stops in high-activity areas should have weather protection and adequate signing, seating, lighting, and visibility. These and other design factors can significantly affect the viability of transit operations in suburban office and commercial developments.

The transit element of TransPlan identifies locations in which major and minor transit stations will be constructed as demand for transit service increases in the metro area. A major transit station, with spaces for four to six buses, has been completed for the Valley River Center area. Minor transit stations, to be located on the street at key intersections, are planned for Delta Highway at Beltline, Coburg Road at Beltline, and Coburg Road at Oakway. As development occurs at or near these locations, the City and LTD will work with developers to incorporate transit facilities and routing plans into the future development projects. (See Existing/Planned Transit Routes Map.)



The transit system plays an increasingly important role in local transportation planning.

Bicycle Facilities

There are many advantages to bicycling in the Willakenzie area. It is relatively flat, bicycle lanes are present on most arterials, and it is close to downtown area attracters. The system includes several miles of off-street paths available, primarily along the riverbank.

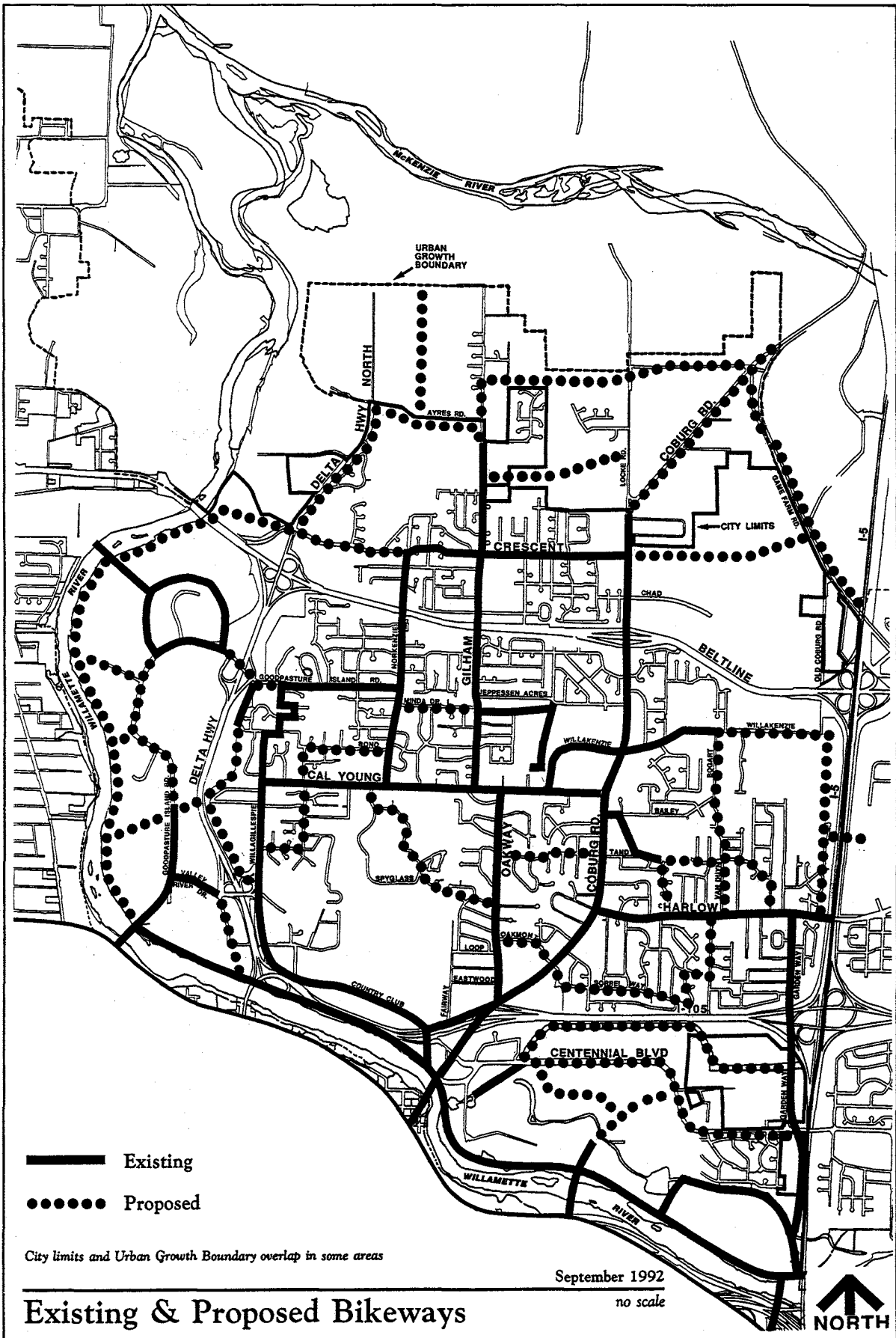
The City encourages the use of bicycles as a form of transportation that reduces congestion, wear on the streets, and air pollution. One of the methods the City has used to encourage use of bicycles is provision of a network of bicycle routes. Most of the arterials and collectors in the Willakenzie area have bicycle facilities and provide a primary travel network with local residential streets feeding the system. (See Existing/Proposed Bikeways Map.)

However, there are some challenges to cycling in the Willakenzie area. Coburg Road, although it provides bicycle lanes, is not an ideal cycling atmosphere. The high volume and speed of motor vehicles between Beltline Road and the Ferry Street Bridge introduce several points of conflict between cyclists and motorists. Major conflict points include free right-turn lanes onto Harlow Road, Country Club Road, Centennial Boulevard, and the I-105 entrance and exit. The Ferry Street Bridge Study will suggest alternatives for cyclists as well as motorists in this corridor.

A missing link for cyclists exists on Goodpasture Island Road between Ridgeway and the Delta Ponds. TransPlan calls for improvement of the road from Goodpasture Lakes Loop Road to the ponds (short range), for improvements from Delta Highway to Happy Lane (medium range), and for signal improvements at the Delta Highway entrances and exits on each side of the highway (short and medium range).

The East Bank Trail which will follow the Willamette River's east bank to the north will complete a recreational loop and provide a needed transportation corridor for Willakenzie residents. Completion of the section between the Owosso Bridge and the Greenway Bridge has been a high priority for the Eugene Bicycle Committee and for residents of the community for several years. The Goodpasture Island Access Study Environmental Impact Statement is expected to address many issues relating to the location of the path within the Delta Ponds wetlands.

TransPlan recommends the extension of the East Bank Trail north to the confluence of the Willamette and McKenzie rivers and then east to Armitage Park along the south bank of the McKenzie River. The proposed route for this extension is outside of the urban growth boundary and is within an area currently being used for sand and gravel extraction. It is expected that implementation of this extension will not occur for several years. In the meantime, the construction of a connector from the East Bank Trail at Beltline to the intersection of Delta Highway and Green Acres Road will provide cyclists and other trail users access to the street system on which they can continue north. This connector is proposed as a project to be constructed by the State of Oregon in conjunction with improvements to Beltline Road and the Beltline Bridge.



- Existing
- Proposed

City limits and Urban Growth Boundary overlap in some areas

September 1992
no scale

Existing & Proposed Bikeways



The Eugene Bikeways Master Plan calls for an off-street path which follows the alignment of I-5 on the east side of the planning area. The proposed use of EWEB's easement seems doubtful. If the easement is not available for bike path use, an alternative route which uses City streets should be provided.

Another area in which bicycle/motor vehicle conflicts are common is the Ferry Street Bridge corridor between Oakway and downtown. Improvement alternatives for that corridor should consider the provision of a parallel but separate bicycle route between Oakmont Way and the Willamette River through the most congested part of the corridor.

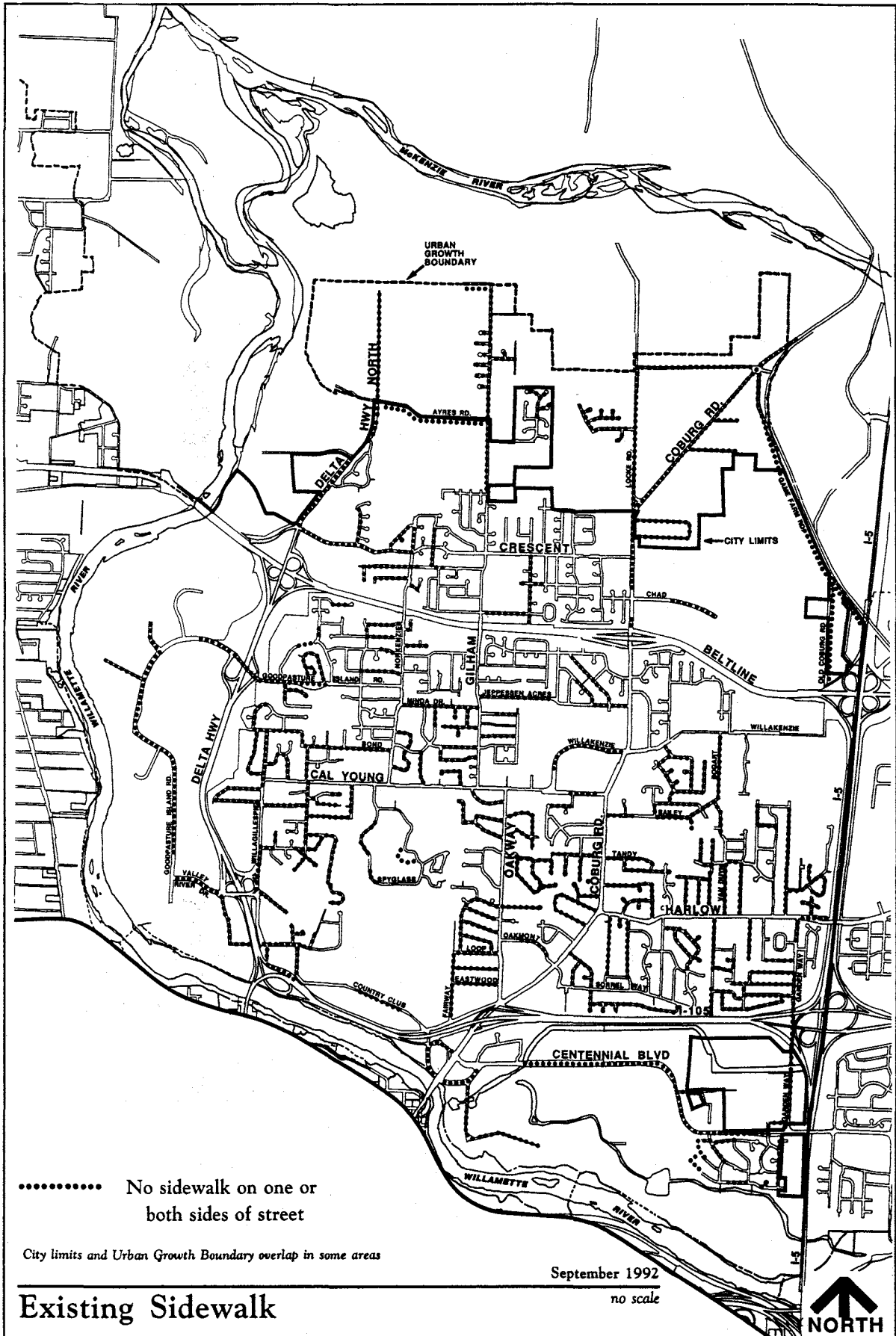
Sidewalks

Various City policies recognize the contribution of sidewalks to a balanced transportation system. Sidewalks are a necessary and important part of the transportation infrastructure. The Eugene Pedestrian Report (1977) and Eugene's Sidewalk Program (1980) reinforce Metro Plan goals and objectives for the provision of convenient, safe, and pleasant bike and pedestrian facilities. Policies relating to sidewalk construction in this element build on and refine policies and recommendations in Eugene's Sidewalk Program.

Many Willakenzie area streets lack sidewalks. (See Existing Sidewalks Map.) Streets lacking sidewalks are scattered throughout the Willakenzie planning area but are concentrated in the area south of Beltline. A number of the subdivisions in this southern area were developed under County standards, prior to annexation to the City. Streets within these subdivisions are typically not developed to urban standards because in the past the County code did not require sidewalk construction when a parcel was developed.



Many streets in the Willakenzie area lack sidewalks.

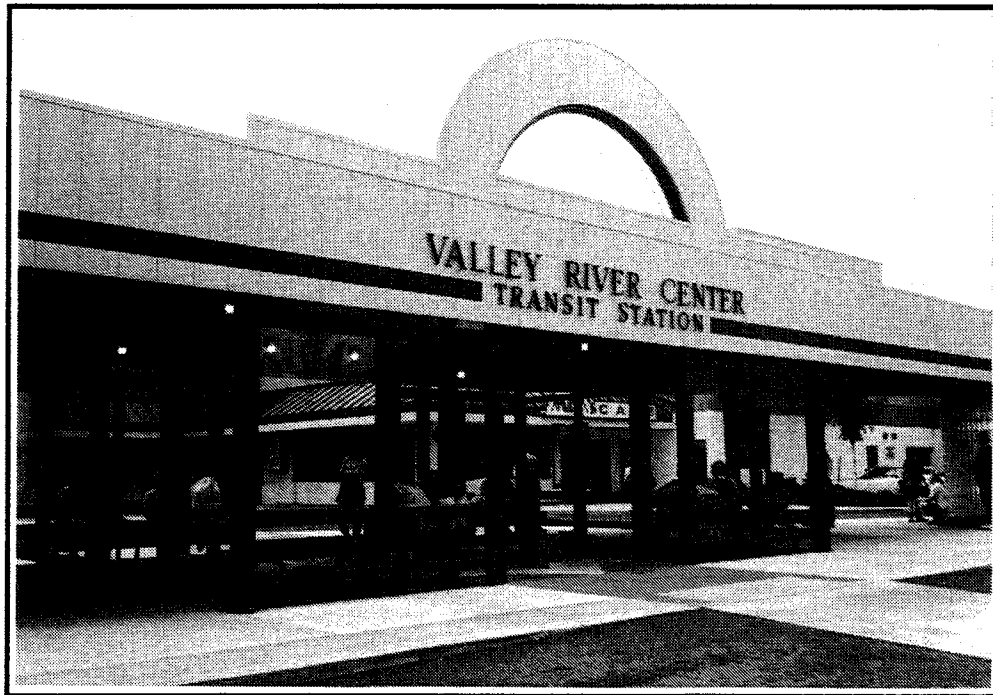


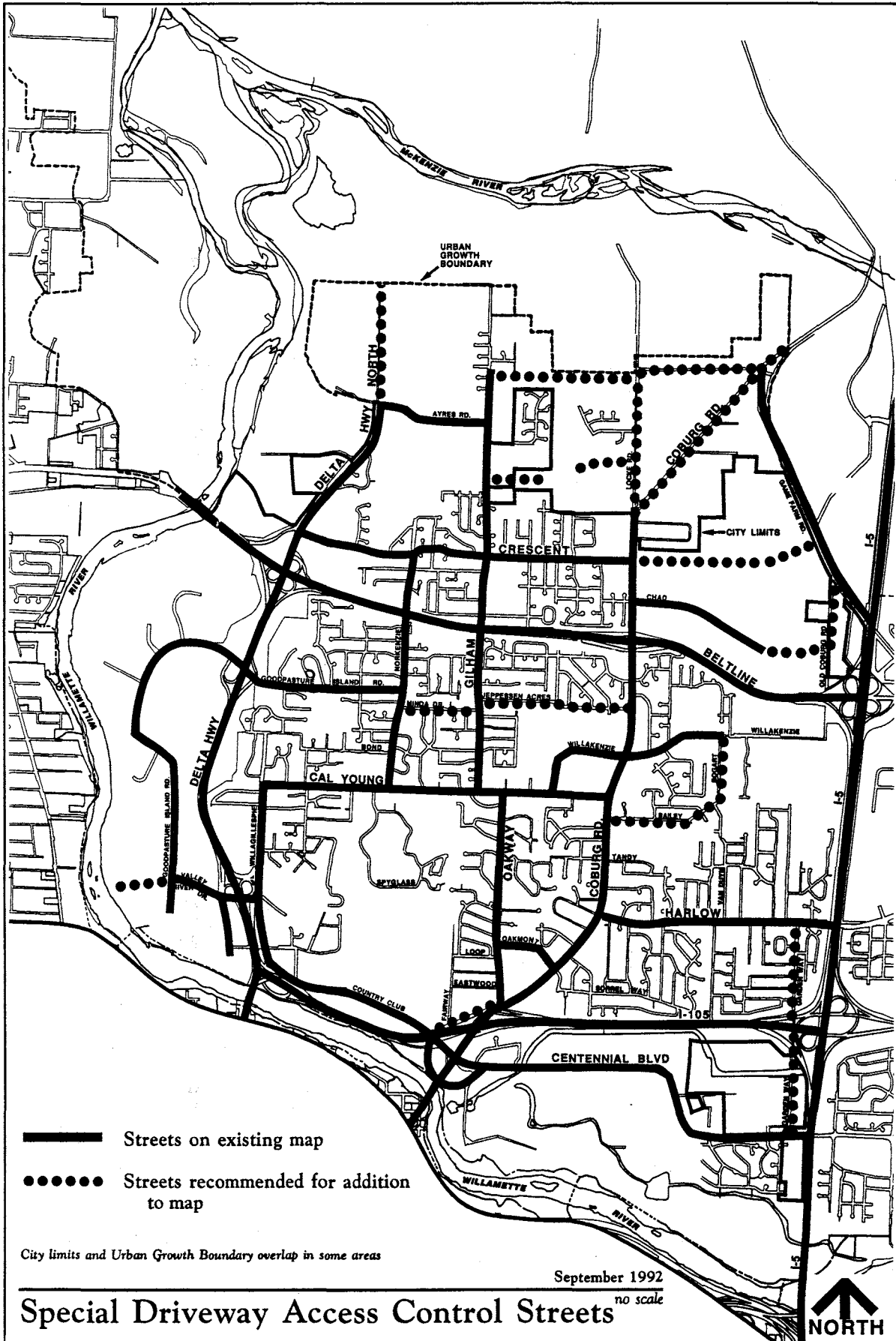
TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) involves developing strategies and techniques for reducing demand on the transportation system. TDM techniques are often used in place of or in conjunction with street system improvements such as street widening or construction of new streets.

As discussed earlier, opportunities for the construction of new streets and highways through established residential areas are very limited. Furthermore, street improvements that involve acquisition of additional street rights-of-way can be extremely difficult, disruptive, and controversial. An alternative to the continued search for ways to add capacity to the street system is to seek ways to reduce peak hour demands on the system. Reductions in demand can delay or eliminate the need for costly improvements that add to the capacity of the street. The primary objective of the TDM approach is to reduce the demand for capacity improvements to the transportation system.

Techniques that may reduce demand on the transportation system include: prohibiting development; locating commercial services close to residential areas to decrease the need for shopping by automobile; creation of high-density employment and residential areas to improve opportunities for transit service; promotion of telecommuting; promotion of flexible working schedules to stagger commuter trip times; limiting peak-hour traffic generation levels for various types of development; and promoting increased use of alternate modes.





- Streets on existing map
-** Streets recommended for addition to map

City limits and Urban Growth Boundary overlap in some areas

September 1992

no scale

Special Driveway Access Control Streets

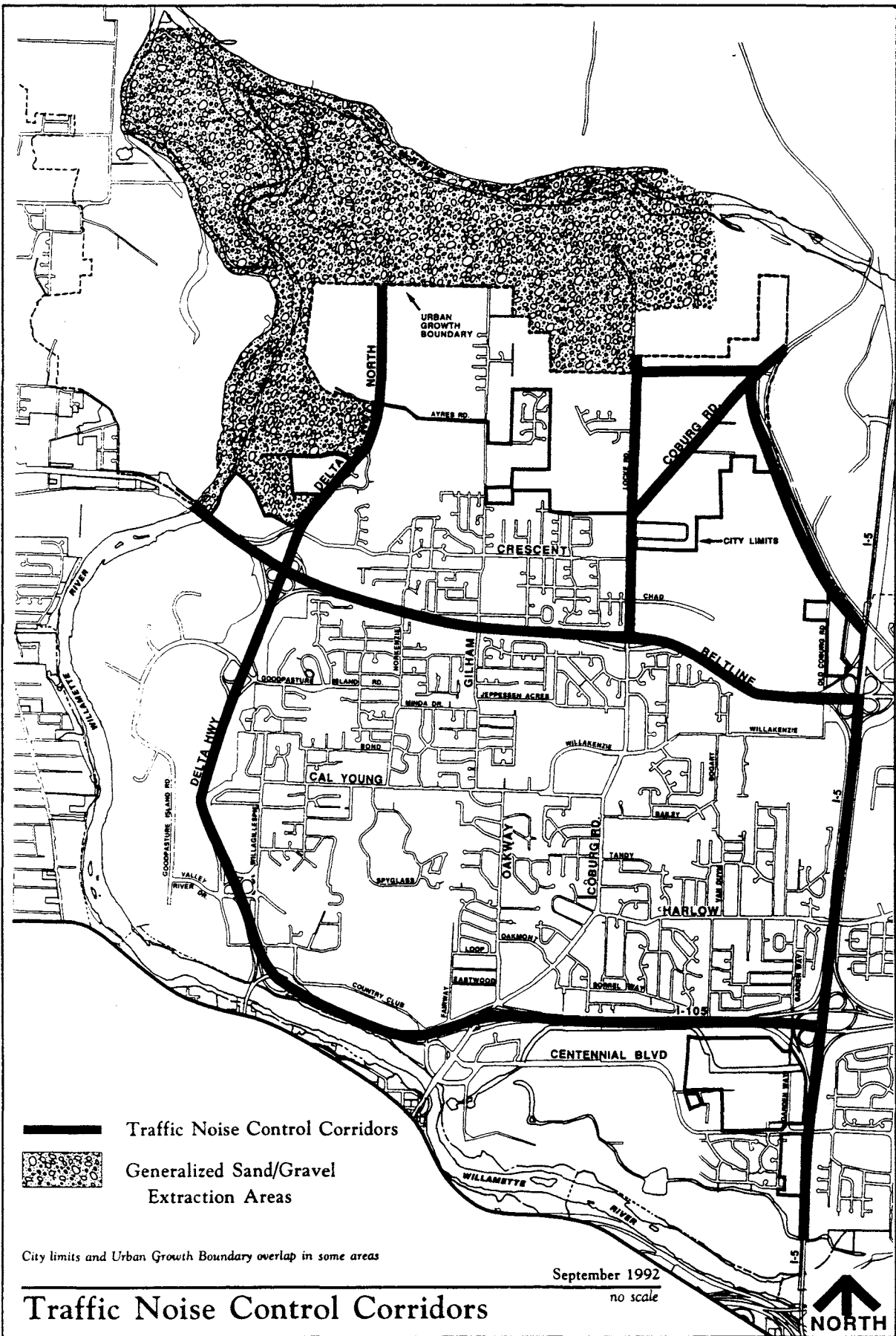


POLICIES AND PROPOSED ACTIONS

Major Streets

1. The transportation network within the Willakenzie area shall be planned and designed to ensure: a) preservation of existing neighborhoods; b) an adequate system of arterials and collectors for the efficient movement of through traffic; and c) the preservation of the use of local streets for local traffic.
 - 1.1 Amend the Eugene Planned Street and Highway Right-of-Way Plan to reflect the street classifications indicated on the Willakenzie Area Functional Classification Map.
 - 1.2 Seek an amendment to TransPlan for the addition of new street improvement projects listed in Table T-1 and for the inclusion of the following collector streets to the Street and Highway Project List:
 - Provide for the construction of a new street, to be located south of Gilham Elementary School, in the location depicted on the Willakenzie Area Functional Classification Map.
 - Connect Gilham Road to County Farm Road and Coburg Road through the construction of a new street to be located north of the extension of Ayres Road in the location depicted on the Willakenzie Area Functional Classification Map.
 - Provide for construction of a new collector street to be located north of Ayres Road in Opportunity Area A, as depicted on the Willakenzie Area Functional Classification Map.
 - 1.3 Use the authority granted to the City in Section 9.045 of the Eugene Code to locate and require dedication of these new streets.
 - 1.4 Consider the development of a Coburg Road Corridor Study to focus on the area between Oakway Road and County Farm Road. The Corridor Study should focus on: 1) minor traffic operational improvements to maintain and enhance the traffic-carrying capabilities of the corridor as a whole; and 2) entrance corridor improvements to enhance the visual identity of the corridor as a major entrance corridor to the city.
 - 1.5 Close Fairway Loop to through traffic between Southwood and Eastwood lanes.
2. The City shall maintain and encourage the safe and efficient operation of major streets by limiting private, direct access to these streets where necessary.

- 2.1 Amend the map entitled "City of Eugene Streets Requiring Special Driveway Approach Control" by adding those streets indicated as requiring special access controls.
- 2.2 Require a primary access to the future school site (north of Crescent Avenue and east of Coburg Road) to be provided from Crescent Avenue.
- 2.3 Limit access points to new development along both sides of County Farm Road, north of Coburg Road, and along the east side of North Delta Highway, north of Ayres Road to minimize conflicts between truck traffic and other vehicles using those streets.
- 2.4 Any neighborhood commercial use locating at the corner of Crescent Avenue and Coburg Road must provide access from Crescent Avenue. Direct access will not be provided onto Coburg Road unless further traffic analysis shows that traffic movements in and around this intersection would be clearly enhanced through provision of restricted access onto Coburg Road. Driveways for uses at this intersection should be placed as far away from the intersection as possible.
- 2.5 Work with developers to provide alternative access locations for parcels abutting controlled access streets.
3. The City shall continue to provide direct access from Coburg Road to the Kinney Loop subdivision via Kinney Loop. If in the future, access onto Coburg Road from Kinney Loop becomes a hazard, the City shall consider the addition of an access point to the Kinney Loop area via Crescent Avenue. This additional access to Kinney Loop off Crescent Avenue should be to provide access to the Kinney Loop subdivision as part of a well connected grid street system.
4. The City shall provide for improvements to designated entrance corridors, including those in County and State jurisdictions, in conjunction with construction or reconstruction projects affecting those streets.
 - 4.1 As part of the design process, provide for the development of corridor design plans that recognize the unique characteristics and individual identities of each of the designated entrance corridors.
5. The City shall work with major developers and employers to ensure that transportation demand management strategies are incorporated into their facilities planning and operations.
6. The City shall work with developers to provide and participate in transportation mitigation measures which are necessary to resolve direct traffic impacts resulting from new development. Mitigation measures could include such things as traffic control signs, traffic signals, street widenings, turn lanes, and other access improvements.



7. To the greatest extent possible, the City shall encourage regional and intercity traffic to use major rather than minor arterials.
8. The City shall work with developers and the State of Oregon to ensure that noise attenuation is provided for existing and proposed residential developments along State highways when improvements are made to those roads.
 - 8.1 At the request of residents, the City should work with residents and the State to determine cost-effectiveness and cost distribution for sound barriers along existing freeways in the established neighborhoods where sound barriers are not currently installed.
 - 8.2 The City should work with the State to ensure local, State, and Federal regulations pertaining to noise attenuation are met whenever a freeway is improved.
9. The City shall require new residential developments occurring along State highways and streets identified as Traffic Noise Control Corridors to use appropriate siting and design techniques to bring the development into compliance with State and Federal noise standards.
10. If an additional river crossing is proposed through the Ferry Street Bridge Environmental Impact Statement process, the City should explore the potential for the creation of a new north-south arterial street on the east side of the planning area to connect to the new bridge.
11. As street lights are installed on major streets, the City shall consider the impacts of light intrusion on residences adjacent to those streets.
 - 11.1 Review existing City street light standards to ensure that lighting levels and the height of lighting poles are appropriate for their intended function.

Transit

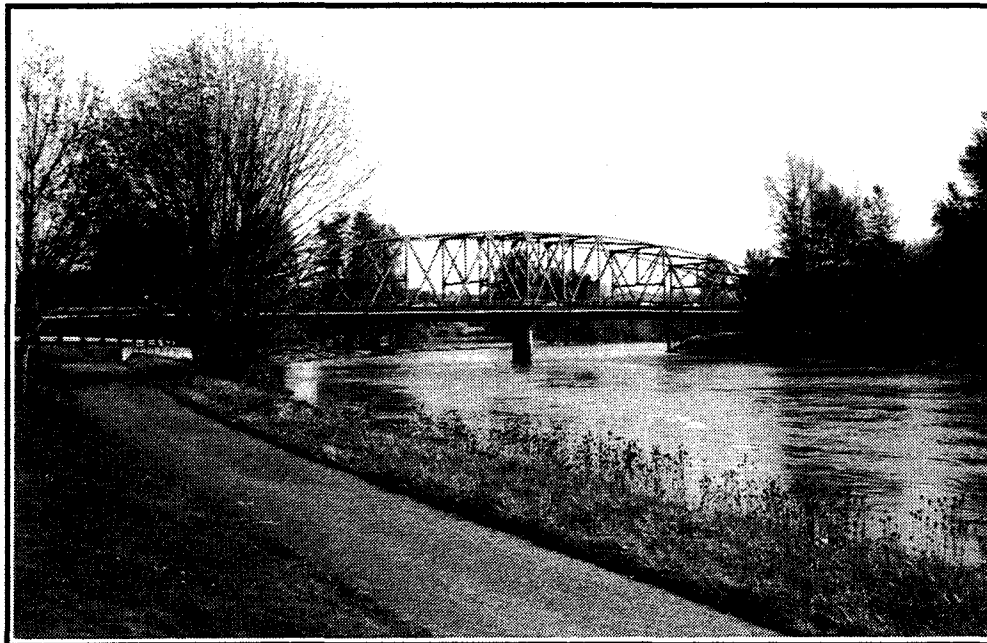
12. The City and Lane Transit District shall continue to explore techniques to increase public transit system ridership.
 - 12.1 Amend the Eugene code to require convenient transit access, bus turnouts, and/or shelters for all new major commercial, higher-density residential, and major office development occurring on existing or planned transit routes.
 - 12.2 In conjunction with the development of transit facilities, require sidewalks in all high-activity areas, including employment areas where substantial numbers of people are or could be employed.

- 12.3 Encourage concentrations of pedestrian and transit amenities in high-activity areas and along arterial streets with high pedestrian counts.
- 12.4 Encourage new residential developments to be designed in a manner that reduces walking distances for potential transit users.
- 12.5 Support the University of Oregon in the development of an effective park and ride/shuttle program from Autzen Stadium to the Riverfront Research Park and the core campus.

Pedestrian/Bikeways

13. The City shall continue to require sidewalks to be constructed in all newly developed areas.
 - 13.1 Amend the Eugene Code to provide for the construction of sidewalks in areas zoned for industrial use.
14. Sidewalks shall not be installed on local streets within existing developed residential areas unless a majority of property owners are supportive or unless traffic conditions materially change to create a safety problem.
 - 14.1 Amend Section 7.385 of the Eugene Code to eliminate the requirement for sidewalk construction to be based on permit construction values exceeding \$5,000 for existing developments.
15. The City shall work with the State of Oregon and other appropriate agencies to minimize pedestrian hazards on pedestrian-accessible freeway overpasses and to reduce vandalism to freeway traffic.
 - 15.1 Provide screening along pedestrian walkways at:
 - The Gilham Road-Beltline Road overpass;
 - The Harlow Road-Interstate 5 overpass;
 - The Valley River-Delta Highway overpass;
 - The Norkenzie Road-Beltline Road overpass;
 - The Goodpasture Island Road-Delta Highway overpass; and
 - The Centennial Boulevard-Interstate 5 overpass.
16. The City shall give priority consideration to screening overpasses that serve as pedestrian routes to local schools.
17. The City shall give consideration to the provision of elevated pedestrian crossings over arterial streets that are used as primary access routes for schools.

18. The City shall give priority consideration to street lights in high-activity pedestrian areas, unlighted intersections, and on all arterial and collector streets.
19. The City shall provide for the creation of a network of bicycle and pedestrian amenities to encourage bicycling and walking, reduce reliance on the automobile, and alleviate or delay congestion and other traffic problems.
 - 19.1 Seek an amendment to TransPlan for the addition of new bicycle route improvement projects listed in Table T-2.
 - 19.2 Future residential developments in the plan area should include pedestrian and bicycle linkages between cul-de-sac and loop streets which are not otherwise connected.
 - 19.3 Consider north/south bike and pedestrian travel when reviewing plans for development south of Willakenzie and west of I-5.



Ferry Street Bridge.

TABLE T-1

PROPOSED WILLAKENZIE AREA STREET IMPROVEMENT PROJECTS

This table includes projects already identified in TransPlan as well as projects identified through the refinement planning process. Items shown in bold type will be considered for inclusion in TransPlan.

Major Arterials

1. Beltline Road, Willamette River to I-5

Between Willamette River and Delta Highway, widen to six lanes; construct new or widen existing river bridges. At Delta Highway, replace/revise existing interchange.

Note: Preliminary assessment of traffic volumes based on proposed land use patterns and employment assumptions indicate that Beltline Road will experience dramatic increases in traffic volumes in the order of 100 to 150 percent. The City will need to reassess TransPlan and the State's Six-Year Plan project lists in view of this new information.

2. Delta Highway, Green Acres Road to Beltline Road

Installed signal at Green Acres Road. Replace/revise interchange with Beltline Road, providing extra lanes on Delta Highway.

3. Ferry Street Bridge

A study is being conducted to determine a plan to alleviate congestion and safety issues in the Ferry Street Bridge corridor and surrounding streets. A comprehensive list of alternate mode and street improvement projects will be included in that study.

4. I-5, Urban Growth Boundary to the Willamette River

Widen to six lanes from the McKenzie River to the Willamette River, rebuild roadbed and pavement, widen ramps at Beltline and I-105. The sections of I-5 between Beltline Road and I-105 have already been widened.

Note: The City has requested that the Oregon Department of Transportation evaluate the need for added lanes and improved access in the section from Beltline Road to the McKenzie River and the section from Centennial Boulevard south to Goshen.

5. I-105, Delta Highway to I-5

Widen to six lanes.

Minor Arterials

6. Ayres Road, Delta Highway to Gilham Road

Upgrade to three-lane urban facility with curbs, sidewalks, and bike lanes.

This project shall remain in TransPlan. However, an evaluation of alternatives to widening Ayres Road shall be provided to the Board of County Commissioners and Eugene City Council prior to project initiation or completion of the 1992-95 update to TransPlan, whichever occurs first. Design approval by the Board of County Commissioners and the Eugene City Council shall be required prior to project approval.

7. Cal Young Road, Willagillespie Road to Coburg Road

As traffic volumes increase on this street, a widening and/or parking removal between Gilham Road and Oakway Road may be necessary to accommodate separate left- and right-turn lanes. Upgrade the intersection at Willakenzie Road to improve traffic flow as traffic on Willakenzie Road increases.

8. Centennial Boulevard, Coburg Road to I-5

Upgrade to five-lane urban facility with curbs, sidewalks, and bicycle provisions.

Install signals at Kinsrow Avenue and Garden Way.

9. Club Road, Country Club to Centennial Boulevard

Upgrade to four- to five-lane urban facility with curbs, sidewalks, and bicycle lanes in conjunction with Ferry Street Bridge improvements.

10. Coburg Road, Urban Growth Boundary to Beltline Road

Upgrade to three-lane urban facility with curbs, sidewalks, and bicycle lanes from urban growth boundary to Crescent Avenue. Install traffic signal at Crescent Avenue.

Additional lanes will be necessary to accommodate the expected increase in traffic from Chad to the Beltline interchange.

11. Country Club Road, Southwood Lane to Coburg Road

Upgrade to four lanes, sidewalks, bicycle facilities from Southwood to Club Road; signal at Southwood completed.

Complete three-lane urban facility with bike lanes and sidewalks from Club Road to Coburg Road.

12. Crescent Avenue, Norkenzie Road to Game Farm Road

Install signal at Gilham. Remove on-street parking Norkenzie Road to Coburg Road. Construct new roadway with center turn lane, sidewalks, and bicycle lanes from Coburg Road to Game Farm Road.

13. Delta Highway, Ayres Road to Beltline Road

Upgrade to three-lane facility; consider five lanes at commercial area near Green Acres Road providing curbs, sidewalks, and bicycle lanes between Ayres Road and Beltline Road. At the time the project is considered for construction, the street design proposal will be presented to the Eugene City Council for review and approval.

Prior to project initiation, property owner assessments for sidewalk improvements on the west side of Delta Highway, outside the urban growth boundary, shall be reviewed by the Board of Commissioners, with respect to urban transition policies.

14. Game Farm Road, Coburg Road to I-5 Underpass

Upgrade to a three-lane urban facility with curbs, bicycle lanes, and a sidewalk on the west side.

15. Garden Way, Harlow Road to Centennial Boulevard

Upgrade from Sisters View Avenue to Centennial Boulevard to a two- or three-lane urban facility with curbs, sidewalks, and bicycle lanes; install signal at Centennial Boulevard.

This street serves the future high-density residential area south of I-105 and provides an alternative access to Autzen Stadium from I-5 and Springfield. The alignment of South Garden Way needs to be moved further to the west to straighten out the sharp curves, and align with Lindley Lane. On the section between Harlow Road and Sisters View, remove parking, restripe to three lanes, and add sidewalk on the west side.

16. Gilham Road, Ayres Road to Crescent Avenue

Upgrade to three-lane urban facility with curbs, sidewalks, and bicycle lanes from Ayres Road to Honeywood. Install signal at Crescent Avenue.

17. Goodpasture Island Road, Valley River Drive to Happy Lane

Upgrade to five-lane facility with bicycle lanes and sidewalks completed from Valley River Drive to Delta Ponds. Upgrade to three- to five-lane facility with curbs, sidewalks, and bicycle lanes from Delta Ponds to Goodpasture Island Lakes Loop Road. Install signals at both Delta Highway ramps. Upgrade segment between signals on overpass to accommodate bicycles and pedestrians. Upgrade section between Delta Highway and Happy Lane to three-lane urban facility with curbs, sidewalks, and bicycle lanes.

18. Green Acres Road, Delta Highway to Norckenzie Road

South side of Green Acres, from Delta Highway to Applewood, is upgraded to five-lane facility with room for bicycle lane. Signal at Delta Highway is completed. Upgrade to a five-lane urban facility with curbs, sidewalks, and bicycle lanes from Delta Highway to Applewood, and a three-lane facility with curbs, sidewalks, and bicycle lanes from Applewood to Norckenzie. Improve the visibility along Green Acres Road at the intersection of Applewood Lane.

19. Harlow Road, Coburg Road to I-5 Overpass

The existing three-lane configuration is adequate for the projected level of traffic on this minor arterial street--Harlow Road should not be widened. Install signal at Garden Way. The Harlow Road overpass at I-5 is listed for improvement to four lanes in TransPlan, with bicycle and pedestrian facilities on both sides.

Note: Evaluate the need for additional traffic signals along Harlow, particularly in the vicinity of Van Duyn Street. The City, County, and State will conduct further study on the Harlow Road overpass improvement proposal. An interim project is being evaluated to add bicycle and pedestrian facilities to the existing two-lane overpass.

20. Southwood Lane, from Oakway Road to Country Club Road

Upgrade to a two- to four-lane urban facility with curbs, sidewalks, and bicycle lanes. This may require additional lanes and/or two directional traffic, depending on the outcome of the Ferry Street Bridge Study.

21. Goodpasture Island Access Study

This study shall provide recommendations on construction of a bridge from the west side of the Goodpasture Island Road area to the River Road area. This study should also explore ways to resolve circulation and access issues in the area around Delta Highway off-ramps and Valley River Drive.

22. Willagillespie Road at Delta Ramp

Install signal

Note: Depending on the outcome of the Goodpasture Island Access Study, additional improvements may be needed in the vicinity of the Delta ramps area. A traffic signal at the Delta Highway entrance and turn lanes into and out of areas designated for new commercial development should be evaluated to improve traffic flow in the area between the Delta Highway northbound entrance and Valley River Drive.

Collectors

24. Bailey Lane, Coburg Road to Bogart Lane

Improve access off Bailey Lane onto Coburg Road. Immediate technical analysis and public input is needed to determine the magnitude of the various impacts. Improvements should facilitate the smooth operation of Coburg Road and improve safety for vehicles, pedestrians, and bicyclists exiting and entering Bailey Lane.

25. Bogart Lane/Satre/Van Duyn, Willakenzie Road to Harlow Road

Redesign intersection at Bogart/Satre/Bailey Lane.

Upgrade Bogart, Willakenzie Road to Bailey Lane, to a two- or three-lane urban facility with curbs, sidewalks, and bike lanes.

26. Chad Drive, Coburg Road to Old Coburg Road

This street will provide an important means of access to and from industrial sites in the Coburg-Crescent area. Extend Chad to North Game Farm Road via Old Coburg Road to provide alternative industrial ingress/ egress. Build a two- to three-lane urban street with curbs, sidewalks, and bicycle provisions. It may be necessary to purchase or trade right-of-way to allow for a curved roadway alignment where Chad meets Old Coburg Road. Chad is not intended to serve through traffic.

27. County Farm Loop

East-West section: This street will accommodate the extension of a new street from Gilham Road north of Ayres to Coburg Road. Upgrade to a two- or three-lane urban street with curbs, sidewalks, and bicycle facilities.

North-South Section: Upgrade to a two- or three-lane urban street with curbs and sidewalks.

28. Gilham, Northernmost New Collector to Ayres Road

Upgrade to two-lane urban facility with curbs, sidewalk, and bicycle lanes from urban growth boundary to Ayres Road.

29. Goodpasture Lakes Loop Road

Construct to urban standards with three to five lanes and bicycle lanes. Traffic signal controls need to be evaluated for the western intersection with Goodpasture Island Road.

30. Jeppesen Acres, Gilham Road to Providence

Upgrade to two-lane urban facility with curbs and sidewalks.

31. Kinsrow, Centennial Boulevard to the east

Upgrade to a two- or three-lane urban facility with curbs, sidewalks, and bicycle provisions completed.

32. Leo Harris Loop Road, Centennial Boulevard at Gate 1 to Gate 4

Construct a variable two- to four-lane roadway to urban standards with a sidewalk on the north side and bicycle lanes. The facility will be located along the south edge of the Autzen Stadium parking lot.

33. Minda Avenue, Norkenzie Road to Gilham Road

Complete missing links in sidewalks.

34. Old Coburg Road, Game Farm Road to Chad Drive

Upgrade to a two- or three-lane urban street with curbs, sidewalks, and bicycle provisions. Changes to the alignment will be needed: 1) at Game Farm Road to provide a "T" intersection; and 2) at Chad Drive to provide for the free flow of traffic from Chad to Game Farm Road.

Upgrade to a two- or three-lane street with curbs, sidewalks, and bicycle provisions. Changes to the alignment will be needed: 1) at Game Farm Road to provide a "T" intersection; and 2) at Chad Drive to provide for the free flow of traffic from Chad to Game Farm Road.

On property currently zoned for residential use, property owner assessments for this project shall be deferred until that property is annexed to the city of Eugene or is converted to special light industrial use.

An evaluation of alternative project designs shall be provided to the Lane County Board of Commissioners and Eugene City Council prior to project initiation or completion of the 1992-95 update to TransPlan, whichever occurs first. Design approval by the Board of County Commissioners and the Eugene City Council shall be required prior to project initiation.

35. Satre/Van Duyn, Bailey Lane to Harlow Road

Upgrade Satre (Bailey Lane to Bailey Court) and Van Duyn (Western Drive to Harlow Road) to a two-lane urban facility with curbs, sidewalks, and bike lanes. Construct sidewalks on Satre, Bailey Court to Western Drive. Traffic signal controls need to be evaluated for the Van Duyn and Harlow Road intersection.

36. Willakenzie Road, Cal Young Road to Bogart Lane

Improve intersections at Cal Young Road and Coburg Road to improve flow as traffic on Willakenzie increases. Segment between Coburg Road and Bogart has been upgraded to a three-lane facility with curbs, sidewalks, and bike lanes.

37. Future East-West Collectors

- a. Propose new collector street north of Ayres Road between Gilham and Coburg Road using the (east-west) County Farm Loop alignment east of Locke Road.
- b. Propose new collector street south of Gilham School from Gilham Road to County Farm Road. During the street design process, staff shall work with the Cal Young Neighborhood Association to address safety, speed, school proximity, and park proximity issues; and to consider design alternatives that would restrict a portion of the street to transit use only.

38. Future North-South Collector

Propose new north-south collector street north of Ayres Road to the UGB in Opportunity Area A with sidewalks and bicycle provisions.

TABLE T-2

PROPOSED WILLAKENZIE AREA BIKEWAY IMPROVEMENT PROJECTS

The following list contains bicycle-specific projects or projects where particular attention should be paid to bicycle accommodation. Items shown in bold type will be considered for inclusion in TransPlan.

1. Designated Routes--Various Locations

There are certain planned bicycle routes which require little or no street improvement or require a short connector path. By their very nature, they are not necessarily listed in TransPlan, but because they are important to neighborhood circulation, should be acknowledged in this plan. They include:

Minda Avenue from Norkenzie to Gilham which ties together the Goodpasture Island Road lanes with access to the Sheldon Pool/High School complex;

Spyglass, Greenview, Fair Oaks which ties to two routes on the east side of Oakway;

Lariat Drive, Tandy Turn which connects Oakway with Coburg;

Oakmont, Sorrel Way, Roan, Dapple Way, Sunshine Acres which offers a local street alternative to Harlow and Coburg Roads;

Western Way, Calvin which offers a local street alternative to Harlow Road;

Bogart, Satre, Van Duyn which provides a north-south corridor from Willakenzie to Harlow parallel to Coburg Road and I-5.

2. Alton Baker Park--North Bank Trail

Improve the North Bank Trail section through Alton Baker Park. This section needs to be widened, straightened, and generally brought up to City standards.

3. Alton Baker Park--Centennial Boulevard to North Bank Bike Trail

Construct new bike facilities on proposed Autzen Stadium ring road. Improve existing bike/pedestrian path connecting Autzen Stadium with the University Bike Bridge.

4. Delta Highway--Goodpasture Island Road to Willagillespie Road

Construct bicycle path which parallels the Delta Highway alignment, but is located on the east side of the ponds.

5. Goodpasture Island Road--Goodpasture Lakes Loop Road to Happy Lane
Provide bike lanes and sidewalks both sides.

6. East Bank Bike Trail--Owosso Bridge to Urban Growth Boundary

Construct bike path along east bank of the Willamette River. Provide bike underpass and bike connection to Delta/Green Acres as part of State's Beltline Bridge improvement project.

7. Ferry Street Bridge/Coburg Road Corridor

A study is being conducted to determine a plan to alleviate congestion and safety issues in the Ferry Street Bridge corridor and surrounding streets. A comprehensive list of alternate mode and street improvement projects will be included in that study.

Note: Explore design solutions to eliminate free right-turn lane conflicts at Harlow Road, I-105 off-ramp and on-ramp, and Centennial Boulevard. Consider provision of an alternative route to get from Ferry Street Bridge to Oakway Road and Coburg Road north of I-5.

8. I-5 Bike Path--Harlow Road to Willakenzie

Consider the utilization of existing utility corridors for bicycle routes. Also, provide for bike routes on new and existing local streets. If on-street parking is to be allowed, consider requiring additional street widths on new subdivision streets. A connection to Garden Way traffic signal is desirable.

9. I-5 Pedestrian/Bike Bridge

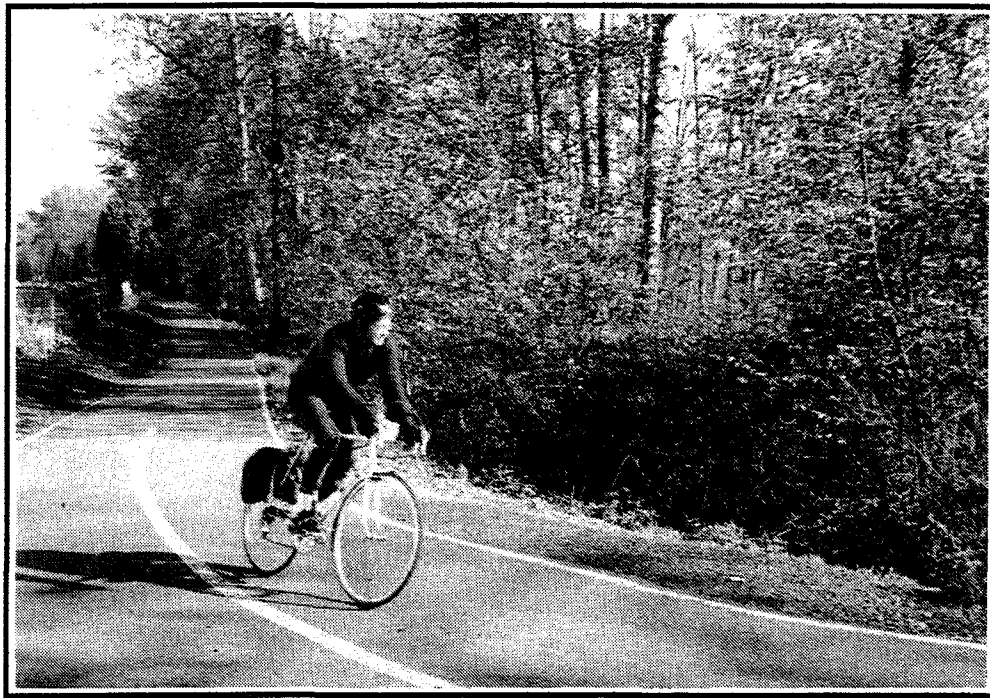
Investigate the feasibility of providing a separated, screened bicycle-pedestrian access to Springfield south of Beltline Road with linkage to Willakenzie bike route and I-5 route.

10. Q Street Channel--Centennial Loop to Garden Way Path

Install bicycle/pedestrian path along the bank of the channel with linkage to Garden Way and with the existing Centennial Connector.

11. Valley River Drive--Valley River Way to Willagillespie

Investigate the feasibility of improving bicycle access to and egress from bicycle/pedestrian way on north side of overpass.



Improvements to the bike/pedestrian circulation system are proposed in the plan.

PUBLIC SAFETY ELEMENT

PUBLIC SAFETY ELEMENT

INTRODUCTION

Public safety services include fire protection and prevention services, police protection and crime prevention services, and emergency medical services. The Willakenzie area is currently served by the City of Eugene, the Lane County Sheriff, the Oregon State Police, and the City of Springfield (as backup assistance).

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE

Fire and emergency medical service (EMS) is provided to the Willakenzie area primarily out of Stations 1 and 9. Station 1 is located at City Hall, 777 Pearl Street (across the Ferry Street Bridge from the Willakenzie area). Station 9 is located at 697 Goodpasture Island Road. There is a third fire station, Station 6, located in the Willakenzie area on Coburg Road near Harlow Road. This station is no longer in service. The site is still owned by the City; however, there are no plans to reopen it. It is anticipated that the City will dispose of this site once a new station location in the Willakenzie area is secured.

The Willakenzie Fire District is one of the only special service districts that still exists in the Willakenzie area. This district provides fire protection for a number of properties located north of the city limits, within the urban growth boundary. The Willakenzie Fire District contracts to the City for fire protection services. There are at least 14 properties which are located north of the city limits inside the UGB that are not covered by any public fire service.

The response time (amount of time that it takes for a fire/medical unit to reach the emergency) for each of the two stations which serve the Willakenzie area is critical to the provision of effective fire and emergency medical service. Medical studies have shown that the critical period for emergency intervention in cases of cardiac and respiratory arrest is within the first four minutes. Based on information provided by L-COG, the combined response capability of Stations 1 and 9 is insufficient to provide a four-minute response capability over much of the Willakenzie area. Specifically, a study of 1986-87 emergency responses showed that in large portions of the Willakenzie area, response took more than four minutes 81 percent to 100 percent of the time under the best conditions. With the growing population of the Willakenzie area, the problem of excessive response times is becoming and will continue to become worse. Additional statistics show that the Willakenzie area already has more total emergency medical calls than any other area of the city.

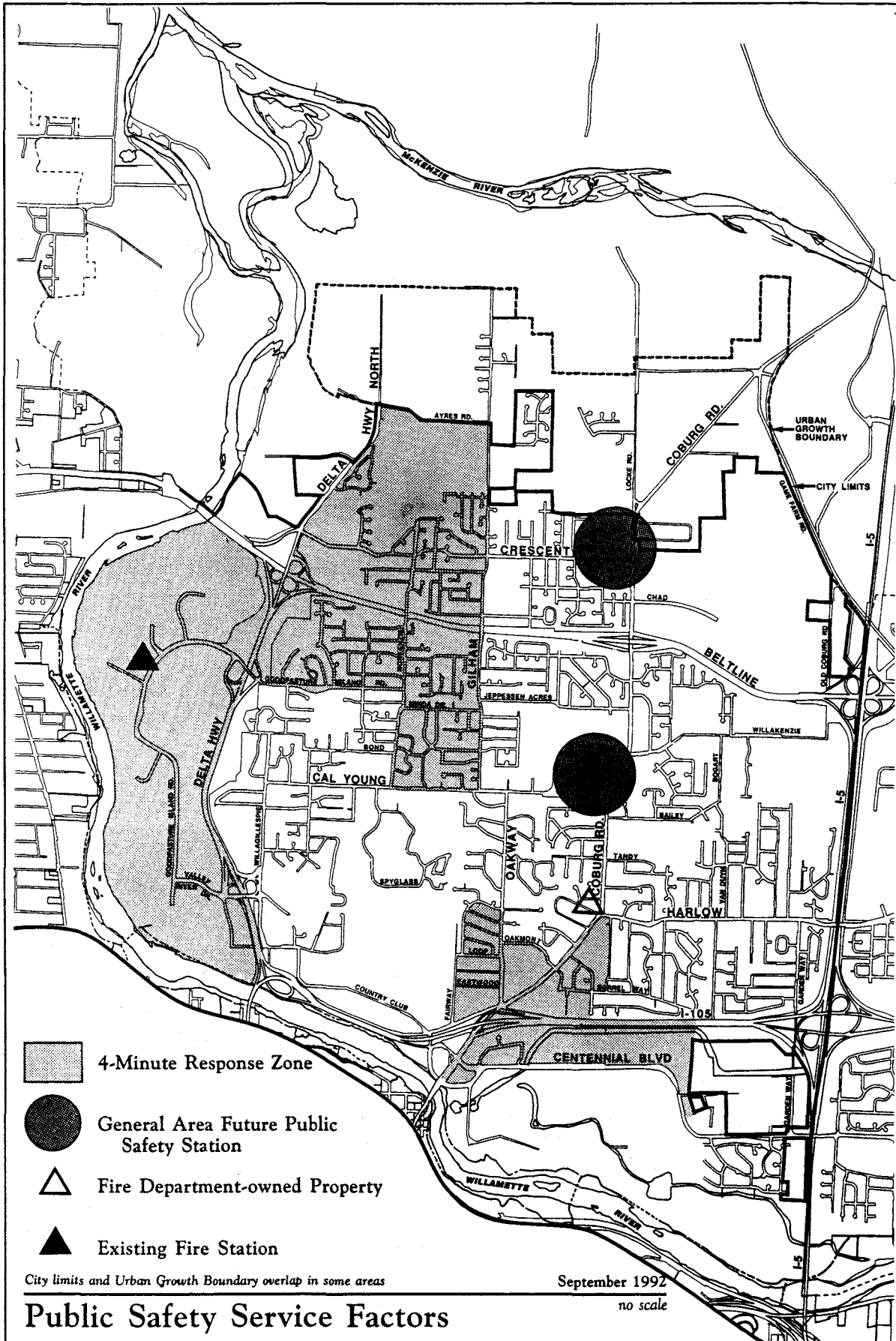
Response times for fire emergencies are critical in much the same manner as they are for medical emergencies. Fire units must respond to a fire before "flashover" (that point at which superheated materials spontaneously combust). Flashover occurs at different times depending on the size of the fire, size of the structure, and nature of the contents. In general, fire units need to respond before eight to nine minutes have elapsed in order to avoid flashover.





The Willakenzie area had more total fire calls in 1989 than any other neighborhood in the city. The volume of fire calls combined with the need for EMS emphasizes the need for additional fire/EMS facilities in the Willakenzie area.

The 1990 draft of the Public Safety Long-Range Plan calls for development of a new fire/EMS station in the Coburg Road and Cal Young Road area. This station would be developed with the potential for a new communications center as well as a public safety station. This concept for a neighborhood public safety station is based on a more community-oriented style of service delivery which decentralizes facilities. "Public safety stations" would most likely include community meeting rooms, a reception area staffed by department members and volunteers trained in report-taking and referral techniques, a collection of resource materials, fine and bail collection services, work space, computer access, and interview rooms.



Emergency Medical Technicians respond to call.



-  4-Minute Response Zone
-  General Area Future Public Safety Station
-  Fire Department-owned Property
-  Existing Fire Station

City limits and Urban Growth Boundary overlap in some areas

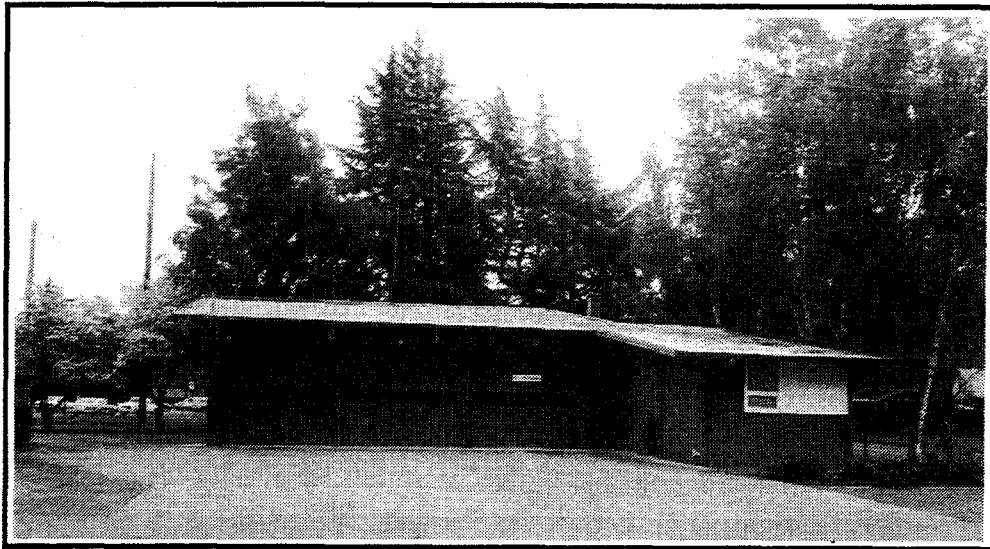
September 1992

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Public Safety Service Factors

Policies

1. The City shall respond to incidents involving threat to life or personal property within established critical time parameters.
 - 1.1 The City shall design and construct a new community-oriented public safety station in the Willakenzie area. This station should provide the following components:
 - A. Maximum four-minute response time for fire/EMS to all areas of Willakenzie;
 - B. Station should be staffed by community-oriented Public Safety Department personnel (including police officers); and
 - C. Contain expansion capabilities for prevention programs and citizen/juvenile meeting rooms to deal with future growth and demand.
2. Until a new public safety station can be constructed in the Willakenzie area, the City shall begin work immediately to improve response times for emergency medical services in the area.
 - 2.1 The City shall consider reopening Station 6 at Coburg and Harlow Road in a limited capacity to provide EMS services only.
 - 2.2 The City shall institute the practice of "posting" whereby ambulances can be parked in key locations in the Willakenzie area to allow the vehicles to respond to incidents in a more timely manner.



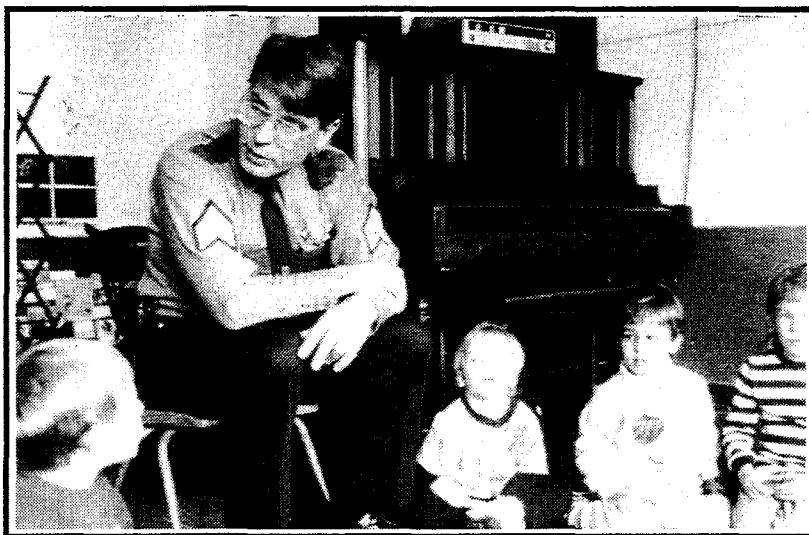
Station 6 at Coburg and Harlow Roads is not currently in service.

POLICE PROTECTION

Police protection and prevention programs are provided to the area within the city limits by the City of Eugene. For the unincorporated areas of Willakenzie, police protection is provided by the Lane County Sheriff and Oregon State Police. According to statistics gathered by the City, most of the crime which occurs in the Willakenzie area is property crime. In fact, there is more property crime in Willakenzie than in any other area of the city. Property crime against businesses is a major issue in Willakenzie. Since Willakenzie is a relatively affluent area, and many households are vacant during the days (while the residents are at work), the area is a prime target for burglaries and vandalism. The Cal Young neighborhood experiences more thefts from vehicles and more vandalism than any other neighborhood in the city.

Policies

1. The City shall work with residents and property owners to identify crime prevention needs and to establish crime prevention programs to serve the area.
 - 1.1 The City shall implement proactive prevention programs in the Willakenzie area. These programs could include further expansion of one or more of the following programs which will eventually lead to a community-based policing model:
 - A. Block homes;
 - B. Neighborhood and Business Watch;
 - C. Park Watch;
 - D. Expansion of the number of officers assigned to the Willakenzie area; and
 - E. Other community-oriented public safety programs.
2. The City shall increase public safety visibility in the Willakenzie area by providing additional uniformed personnel to monitor the area.



Plan proposes increased visibility of public safety personnel in the Willakenzie area.

TRAFFIC SAFETY

Willakenzie is a principal transportation hub for Eugene. Major arterials and interstate highways traverse the area. In addition, large and growing retail centers (such as Valley River Center and the Coburg/Crescent area) demand safe traffic-flow solutions. Traffic accidents cluster along Coburg Road, especially around Coburg Road and I-105 and Coburg Road and Beltline Road. Accidents also occur at Valley River Center, Autzen Stadium, and the Coburg Road/Chad Drive area. Bicycle accidents have been occurring along Coburg Road, especially around Coburg Road and I-105 and along Centennial Boulevard.

Policies

1. The City shall provide a traffic enforcement program to ensure safe streets and highways throughout the Willakenzie area.
 - 1.1 The City shall perform increased traffic enforcement in high-problem areas such as:
 - A. I-5 access points;
 - B. Ferry Street Bridge;
 - C. Valley River Center;
 - D. Coburg/Chad area;
 - E. Centennial Boulevard; and
 - F. Other areas as identified in the future.
 - 1.2 The City shall perform regular and routine traffic enforcement throughout the Willakenzie area; especially on local, residential streets.



School crossing along Cal Young Road.

PUBLIC FACILITIES AND SERVICES ELEMENT

PUBLIC FACILITIES AND SERVICES ELEMENT

INTRODUCTION

This element addresses the provision of public facilities and services such as sanitary and storm sewers, schools, water, power, and parks and recreation for the Willakenzie area. (See Public Facilities Map.) The services and facilities that will be discussed under this element are essential to the efficient functioning of the area, as well as the entire city. As this area becomes more densely populated and developed, it is increasingly important that the system of urban services and facilities be established and working properly.

A separate discussion and policy section is provided for each type of public facility and service due to the unique issues associated with each.

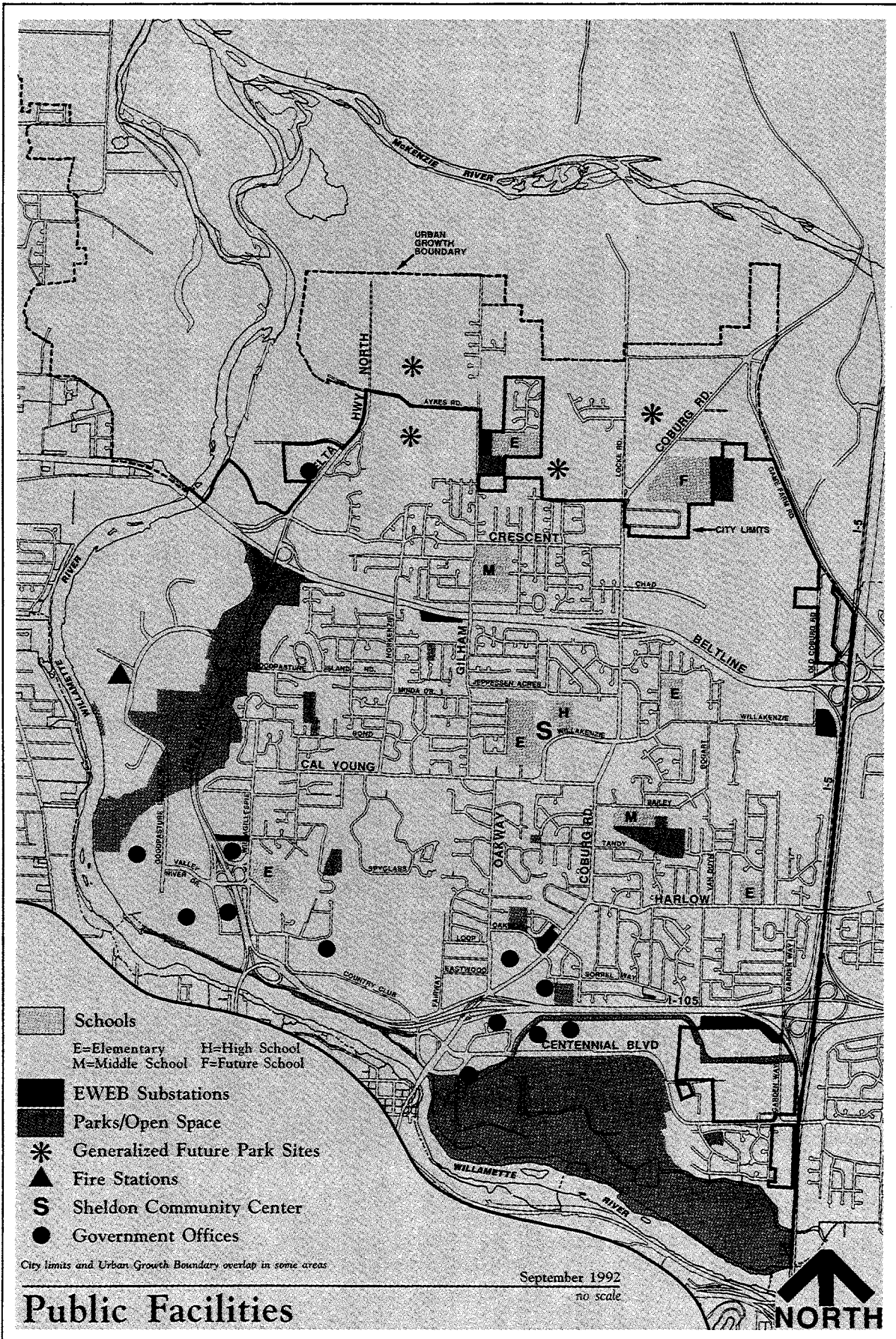
URBAN TRANSITION and ANNEXATION

The Willakenzie Plan encompasses an area that includes land inside and outside the city limits (inside the urban growth boundary). In 1987, the City of Eugene and Lane County entered into an agreement whereby the County agreed to transfer jurisdiction of certain services within the urban growth boundary over to the City. These responsibilities include building, zoning, and planning services; as well as the responsibility for some roads and parks. This concept of turning over service functions from the County to the City is referred to as "urban transition." The purpose of urban transition is to give regulatory responsibility to the jurisdiction that will eventually be responsible for providing urban services to an area. This allows for a smoother transition from County semi-urban development to City urban development.

Annexation of the unincorporated areas will most likely occur incrementally. As development pressures mount in the area, the need for urban services will result in annexation of those affected areas. As noted below in the Sanitary Sewer subsection, annexation of the majority of the unincorporated area (generally north of Ayres Road) will require the construction of at least two new pump stations. The timing of the construction of either of these two new pump stations is dependent upon development pressures.

Policies

1. The City shall provide for annexation of urbanizable land in a manner consistent with State law as well as local annexation and growth management policies.



SANITARY SEWERS

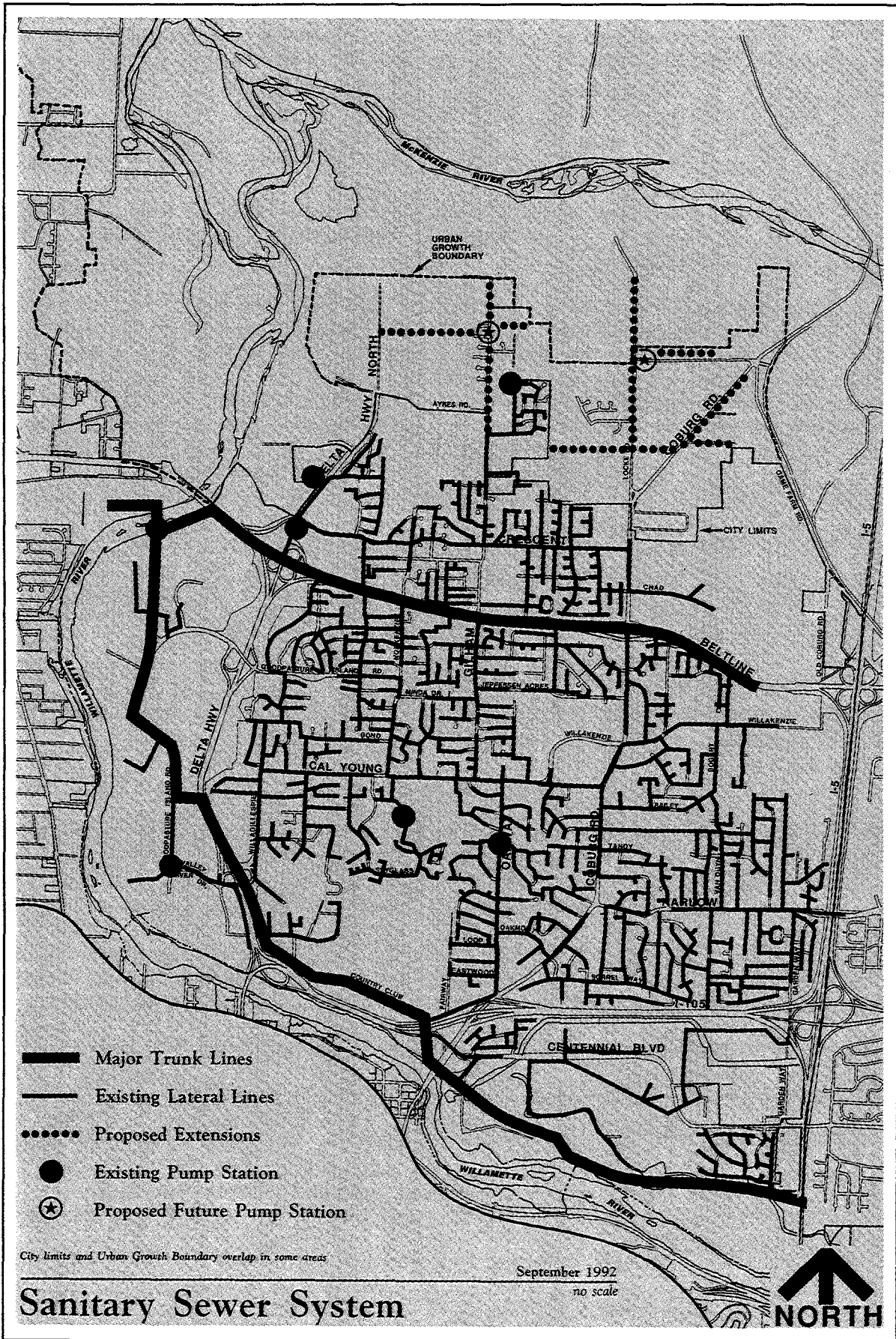
The Willakenzie area is served by two separate sanitary sewer systems. Each system consists of large-diameter lines, called trunks or interceptors, a series of smaller-diameter eight-inch lateral lines and individual service lines, and a variety of pump and lift stations. One of the main interceptor lines runs along Beltline Road and serves the area north of I-105 and east of Delta Highway. The other main interceptor, known as the East Bank Interceptor, runs generally along the north and east banks of the Willamette River between Springfield and the Regional Wastewater Treatment Plant. (See Sanitary Sewer System Map.)






Most of the Beltline interceptor system was designed and built in the early to mid-1960s. Concerns about the age of the system and changes in the land use pattern for the area prompted the completion of a capacity analysis for sewers in the planning area. The analysis resulted in a revision of the design assumptions for the area (see Appendix), and a finding that complete development of the area, as proposed in the Willakenzie Land Use Plan Diagram, can occur with little or no modification to either of the existing sanitary sewer systems. Specifically, this determination was made based on new information gathered, including: a) reduction in the estimated infiltration rate and better knowledge of actual sewer design flows which make it possible to reduce the safety factor previously included in calculating water usage; b) improvements in pipe material, construction practice, and sewer system maintenance; and c) excess capacity in the system due to the oversizing of the existing system. (Old assumptions regarding needed size have been revised.)

The majority of the Willakenzie area within the city is served by sanitary sewers. Areas within the city not served by sewers consist of large, undeveloped parcels, generally north of Beltline Road and in the Goodpasture Island Road area.

The Willakenzie area includes approximately 976 acres of urbanizable land. This land lies within the urban growth boundary but outside of the city limits. Metro Plan and City policies require that urbanizable land be annexed to the city before it will be provided with sanitary sewers. Urbanizable land within the Willakenzie area can be served by extending the existing sanitary sewer system as indicated on the Sanitary Sewer System Map. In addition, service to the unincorporated area as it annexes will require the construction of two new pump stations: 1) in the vicinity of Ayres Road and North Delta Highway; and 2) in the vicinity of Coburg and County Farm Roads. The existing system is adequate to accommodate future flows from any future extensions.

Several small subdivisions, mobile home parks, and small-scale commercial developments exist in the urbanizable area outside of the city limits. All development within the urbanizable area is currently served by on-site septic systems. Lane County monitors the condition of septic systems throughout the county. According to Lane County, soil conditions in the area west of Coburg Road are more favorable than those east of Coburg Road for the continued operation of viable septic systems. Septic system failures have been experienced with some consistency in the area north and east of the Kinney Loop subdivision.



-  Major Trunk Lines
-  Existing Lateral Lines
-  Proposed Extensions
-  Existing Pump Station
-  Proposed Future Pump Station

City limits and Urban Growth Boundary overlap in some areas

September 1992

no scale

Sanitary Sewer System



Policies

1. The City shall make sanitary sewers available to newly annexed areas in response to a demand for urban levels of development.
2. The location and construction of future pump stations in the unincorporated area shall be timed to coincide with development patterns.



Sanitary sewers will need to be extended to serve undeveloped areas.

STORM DRAINAGE FACILITIES

Storm sewers and other drainage facilities provide for drainage of storm water within urban watersheds. In the Willakenzie area, storm water is channeled into a drainage system that consists of closed pipes, natural drainage channels, and ponds. There are ten drainage basins within the Willakenzie planning area; in total they contain more than 6,200 acres. These basins incorporate all of the land mass between the Willamette and McKenzie rivers west of Interstate 5. All runoff from this area ultimately flows into either the Willamette or McKenzie rivers through these systems.

The process of urbanization has changed and will continue to change the drainage characteristics of the area. In rural agricultural areas, storm water is readily absorbed by soil and vegetation. Runoff is typically not a problem in these areas. As rural areas develop, open land and vegetated areas that so effectively absorb storm-water runoff are replaced by parking lots, roads, sidewalks, rooftops, patios, and other impervious surfaces. Increases in impervious surface area result in increases in: the total amount of runoff; the speed at which water is discharged; and the frequency and severity of local flooding.

Urban storm-water runoff is one of the major sources of water pollution. Runoff from parking lots, roads, landfills, lawns, and golf courses deposit significant amounts of nutrients, heavy metals, oil, grease, settled air pollutants, pesticides, herbicides, and organic material into receiving streams and rivers. Effective storm-water management policies can control those discharges and a permit process for storm-water discharge can ensure that quality standards are maintained.

Eugene Areawide Drainage Master Plan

In June 1990, the Eugene Public Works Department released the Final Eugene Areawide Drainage Master Plan. The drainage study was commissioned to determine the adequacy of major drainage systems throughout the city, including those within the Willakenzie area. It was prepared as a technical, internal working document for the City's Public Works Department and is not intended for City Council adoption.

The focus of the Drainage Master Plan was to prepare an evaluation of the City's storm-water conveyance system. For many years, the City has followed conventional practices regarding the design of its storm-water system. The prevailing practice has been to pipe runoff to receiving waters through a closed subsurface drainage system. The study focused on quantitative issues regarding storm-water management rather than qualitative issues.

The study revealed that a majority of the existing piped and man-made channel systems are adequate to meet existing and future drainage demands. Several modifications of the existing systems are recommended in the Drainage Master Plan to deal with minor flooding of streets caused by inadequate culvert sizes and to divert runoff from one system to another in order to increase runoff capacities throughout the Willakenzie area. (See Proposed Storm Drainage System Map.)

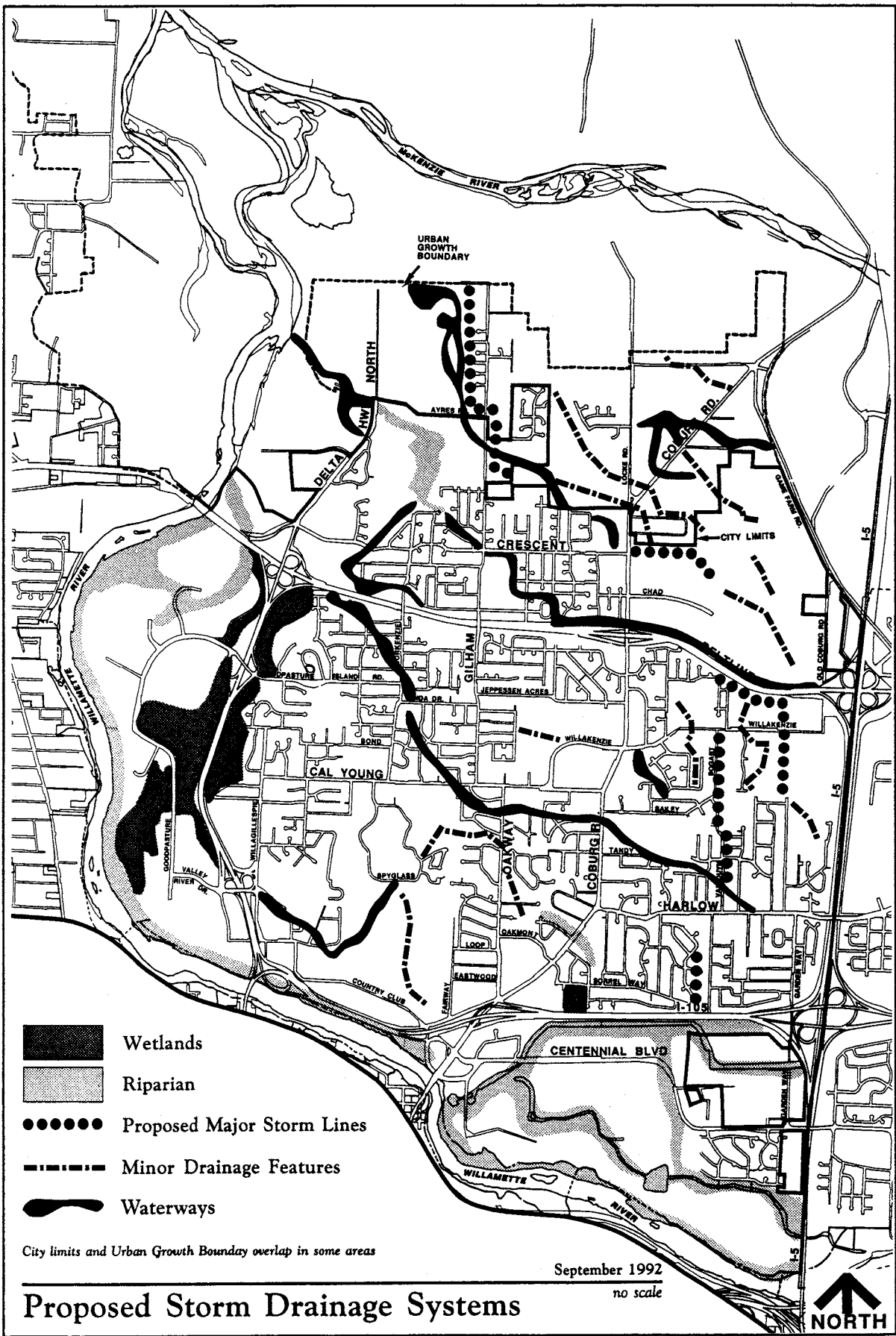
Natural Drainage


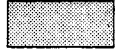



Unlike other areas of the city which have been more intensively developed, the Willakenzie area contains large segments in which storm sewers have not been constructed. Natural drainage channels capture and drain a significant portion of urban runoff in this area. The drainage study recommends replacing several natural drainage channels with enclosed pipes to enhance the development potential of some of the vacant parcels within the planning area. However, the Drainage Master Plan suggests that, whenever practical, natural drainageways should be preserved.

Much of the open drainage system in the Willakenzie area consists of old stream beds, ditches, and portions of historic sloughs. These channels are remnants of the natural drainage system that was in place prior to development of the area. In many cases, the channels run through residential subdivisions and other developed areas which make them difficult to access and maintain. Open channels within developed residential areas are sometimes used by abutting property owners as disposal areas for brush, grass, and other fill materials. This practice diminishes the drainage capacity of the channel and makes them more difficult to maintain.

Since the Drainage Master Plan was prepared, the City has begun to explore a variety of storm-water management techniques for managing the quality as well as the quantity of urban runoff. Use of these techniques could result in reductions in urban runoff, reductions in the amounts and kinds of pollutants entering local waterways, and improved site-development practices which minimize erosion and sedimentation of streams and other water bodies. Among those techniques being examined are:

1. Watershed-based regional detention ponds and on-site detention basins that:
 - A. Slow the rate of runoff release; and
 - B. Provide temporary storage for storm-water runoff allowing particulates and pollutants to settle out of the water;
2. Development of storm-water facility design criteria to:
 - A. Regulate the design of open drainage channels;
 - B. Control the velocity of urban runoff; and
 - C. Encourage on-site infiltration of runoff;
3. Placement of buffer strips between the source of the runoff and the receiving waterway to use existing vegetation as a filter.
4. Use of porous paving materials to increase the rate of on-site infiltration.
5. Redesign and rehabilitation of existing natural drainage channels to incorporate various filtering and pollutant-extraction devices.



-  Wetlands
-  Riparian
-  Proposed Major Storm Lines
-  Minor Drainage Features
-  Waterways

City limits and Urban Growth Boundary overlap in some areas

September 1992
no scale

Proposed Storm Drainage Systems

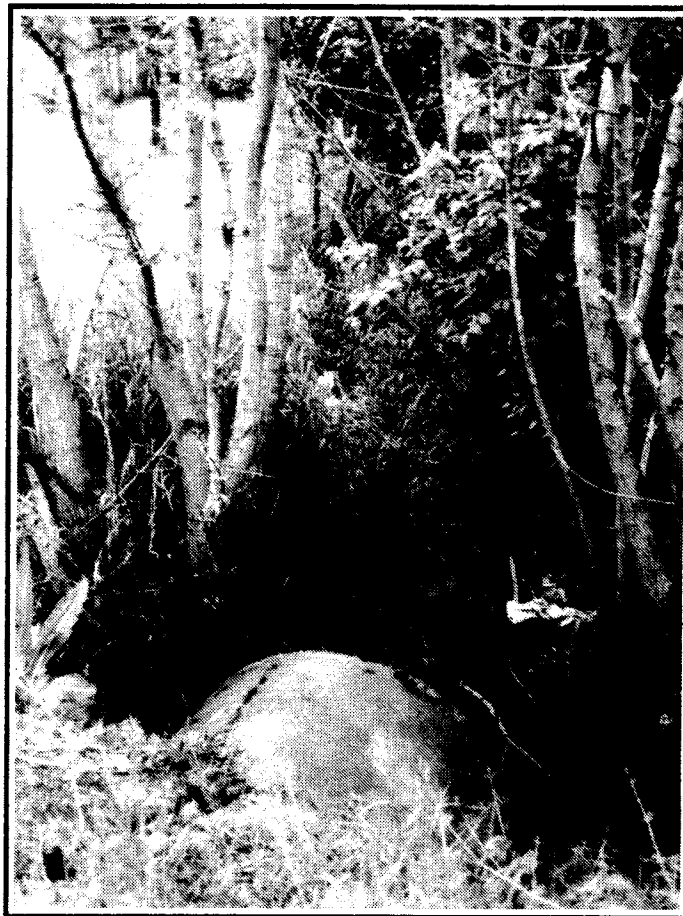


6. Enhanced natural drainage features to minimize erosion and to encourage filtration of sediments and pollutants.

In general, storm-water management goals are shifting to consider a broader range of objectives. It is widely recognized that multiple objectives can and should be incorporated into the design of storm-water systems. Drainage systems whose designs address urban utility functions, recreational and educational opportunities, wildlife enhancement, historic preservation, environmental improvement, and aesthetic considerations are more desirable than single-purpose drainage systems.

Policies

1. Encourage development practices that reduce the need for construction of an extensive subsurface storm sewer system.
2. Encourage growth and development patterns that are compatible with natural features and discourage the alteration of natural features. Relocation of natural drainage features may be considered as an alternative to replacement with a closed pipe system.
3. Encourage measures that will improve the quality of storm-water runoff discharged into local waterways.



Preservation of natural drainage channels is encouraged in this plan.

SCHOOLS

All of the property within the study area is within the boundaries of Eugene School District 4J. There are five elementary schools, two middle schools, and one high school in the plan area. Enrollment in these schools is projected to range between 71 percent and 123 percent of capacity during the school year 1990-1991.

Student enrollment projections indicate that the district as a whole will experience a 3.4-percent growth rate through the period 1993-94. District planners expect that the Willakenzie area will receive a disproportionate share of that growth. The district presently projects future enrollments based on a figure of .16 students per dwelling unit.

The current imbalance in individual school enrollments is cause for concern within the district. This imbalance is primarily due to the school district's transfer policy which allows students to attend the school of their choice, regardless of where they live in the district. The district accommodates enrollment imbalances by placing portable, modular classrooms at schools with an excess number of students while shifting special-education programs to schools with lower enrollments in order to make more efficient use of underused facilities. Possible future strategies for addressing enrollment imbalances include changing the school transfer policy, shifting individual school attendance boundaries, and construction of new facilities.

New residential development within the Willakenzie area will result in a demand for new school facilities. School District 4J has listed the construction of one new elementary school in its five-year Capital Improvement Program. In addition, an expansion of the Gilham Elementary School facility has been included in the district's two-year Capital Improvement Program. While a specific site for the new elementary school facility has not been selected, the most likely location is within the Willakenzie planning area. The district owns one 37-acre site within the study area, immediately to the north of the Kinney Loop subdivision and east of Coburg Road. School District 4J administrators have indicated that this site is large enough to accommodate the construction of two separate school facilities.

Policies

1. The City shall continue to work with School District 4J to assure that adequate school sites are provided for in the Willakenzie area.

WATER AND ELECTRIC SERVICE

The entire Willakenzie area is within the service boundary of the Eugene Water & Electric Board (EWEB). Water service is currently provided by EWEB to areas within the city limits and to a limited area outside of the city limits but within the urban growth boundary (UGB).

EWEB is the municipal utility of the City of Eugene. Its primary purpose is to provide service to residents of the city. Existing City policy is to generally limit the extension of public water service to areas within the city limits. However, the City's water extension policy does provide for limited extension of water service to areas outside of the city limits. This policy provides EWEB with the ability to service areas within dissolved water districts or other areas meeting specific criteria. This policy has been used to extend water service beyond the city limits in this area.

The area outside of the city limits that EWEB serves is an area that was previously served by the Oakway Water District. This district was dissolved in 1979. The plan to dissolve the district specifies that EWEB will provide service to the area within the boundaries of the Oakway Water District. Extraterritorial water extensions require that the owners of the property to which service is extended sign an annexation agreement with the City. In the agreement, the property owner agrees to annex to the city at some future time, and at the request of the City.

Only one private water system remains in the Willakenzie area. That system serves 11 properties on Hillview Lane No. 2 and is owned and operated by the Hillview Improvement Club. The area in which this system is located was not part of the original Oakway Water District but is outside of the existing city limits. Extension of water service to Hillview Lane in the future will be accomplished through annexation of the area or shall be done under the conditions described above.

EWEB also provides electric service to the Willakenzie area through five separate substations. EWEB plans to build an additional substation at the southeast corner of Gilham Road and Honeywood Street. The timing of that construction will depend on the actual demand for additional service in the area and budget constraints.

Policies

1. EWEB shall continue to provide water and power service to the Willakenzie area.
2. The City shall work with EWEB to continue support for placing utility lines underground.

PARKS AND RECREATION FACILITIES

There are 13 parks containing 527 acres in the Willakenzie area. The largest is Alton Baker Park which contains 375 acres. The second largest park is Delta Ponds which includes 85 acres. While these two parks serve the Willakenzie area, they also attract users from the entire metropolitan area. This is due to their large size and the fact that they provide a variety of recreational opportunities. Due to its unique nature, Sorrel Way Park is also considered a metropolitan park although it contains only 4.7 acres.

The rest of the parks in the Willakenzie area are considered neighborhood or community parks, depending on their size and function. Neighborhood parks best serve people within walking distance, ideally without crossing arterials, railroad tracks, or other physical barriers. Community park and recreation facilities, such as Sheldon Meadows Community Center, serve a larger area. Usually the majority of their participants come from within a three-mile radius. In Willakenzie, neighborhood and community parks total just over 62 acres, split about evenly between the two categories.

On the basis of neighborhood park acres per 1,000 people, Willakenzie has a ratio of 1.48 acres of parkland per 1,000 people. This figure slightly exceeds the citywide ratio of 1.26 acres to 1,000 people. However, on the basis of developed park acreage, the Willakenzie area is deficient. Only about 3.2 acres or ten percent of parks in the neighborhood category are developed. There are no developed neighborhood parks north of Beltline Road. That means there are only about 0.15 acres of developed neighborhood park facilities per 1,000 people. This is compared to a citywide figure of about 0.6 acres of developed neighborhood parks per 1,000 people. The City's long-term goal is to have between 1.3 and 1.8 acres of neighborhood parks per 1,000 people.

Willakenzie has 1.44 acres of community parks per 1,000 people, slightly less than the citywide average of 1.56 acres per 1,000. Based on developed acres of community parks, the Willakenzie area has about 0.9 acres per 1,000, slightly more than the citywide average of about 0.8 acres per 1,000. The City's long-term goal is to have four acres of community parks per 1,000 people. About half those acres should be developed. The Willakenzie area's population may nearly double in the next 20 years. However, as the list of competing needs for limited financial resources grows in Willakenzie and elsewhere, the City's long-term goal regarding park acres per 1,000 people could become more elusive.

Parks associated with natural resources have scenic, wetland, or other open-space values. Each must be treated according to its unique characteristics. Generally, natural areas in parks are treated as passive recreational locations where little or no development occurs. Applicable policies in the Parks Master Plan and related documents, as well as State and Federal agency rules and guidelines, apply to these areas.

In 1986, the City of Eugene and Lane County adopted the Alton Baker Park Master Plan. Within the next few years, the City will most likely begin work on a refinement of this plan to include only the westerly 142 acres of Alton Baker Park (the portion which is in the City's jurisdiction). This refinement effort will be coordinated with Lane County.

Policies

1. In recognition of the existing shortage of parkland, the City shall work to achieve a citywide goal of four acres of parkland per 1,000 people in the Willakenzie area.
 - 1.1 Consider the acquisition and development of additional parks in the area north of Beltline Road.
 - 1.2 Consider the acquisition of five acres for a neighborhood park north of Goodpasture Island Road and west of Delta Highway, along Goodpasture Island Road.
 - 1.3 Explore the feasibility of raising money for parks acquisition and development in the Willakenzie area through bond issues, serial levies, or similar programs.
 - 1.4 Work with developers to acquire land or funds in lieu thereof when their projects will add to or create a demand for more recreational facilities.
 - 1.5 Add parks to the list of facilities that are eligible to receive money through systems development assessments.
 - 1.6 Continue to accept donations of land and structures for parks if they fit into the park system and can be adequately maintained.
2. The City shall develop an overall design strategy for park areas which is consistent with the Natural Resources Special Study.
 - 2.1 Design maintenance and improvement programs that support natural resources and minimize damage to natural vegetation, natural drainage, and critical wildlife habitats.
3. The City shall consider acquisition and development of a recreation area at the confluence of the Willamette and McKenzie rivers upon completion of sand and gravel extraction uses in the area.



Bond Lane Park.

NEIGHBORHOOD DESIGN ELEMENT

NEIGHBORHOOD DESIGN ELEMENT

INTRODUCTION

The Neighborhood Design Element is concerned with environmental character, identity, and visual qualities in the Willakenzie area. These factors are closely linked with livability and directly influence how people feel about the areas in which they live, work, and play.

While the Willakenzie area is primarily suburban in character, a significant portion of the neighborhood is undeveloped or is in agricultural use. These more rural areas contribute to the overall sense of spaciousness and naturalness that residents of the area value. As these areas develop, and rural uses give way to urban uses, the character and identity of the area will undergo marked change.

The purpose of this element is to recommend a set of strategies to: 1) help preserve the character of the existing neighborhoods; 2) improve the quality and appearance of new commercial and industrial developments, particularly those that are adjacent to residential areas and heavily traveled arterial streets; and 3) help establish or enhance identifiable features in the neighborhood that set the Willakenzie area apart from other neighborhoods.

This section provides a framework for enhancement of the natural and built environment within the study area. It includes background discussions, policies, and design proposals for various features which lend themselves to improvement through the application of design principles or special protective measures.



Attractive commercial landscaping along Coburg Road.

ENTRANCE CORRIDORS

The Willakenzie area has several roads which function as primary entrances to the city. These entrance corridors, as identified in the adopted City of Eugene Entrance Beautification Study (see the Entrance Corridor Map), bring visitors and other travelers into Eugene from I-5, Mahlon Sweet Airport, Highway 126, and Highway 99. Entrance corridors are focal points for future highway improvement and beautification projects, including landscaping, entrance signing, and improvements to guide signing for various regional destinations.

In the Willakenzie area, these corridors take on a special significance. Traffic and transportation issues dominate the list of issues that concern area residents. These entrance routes carry very heavy traffic loads around and through the planning area. The corridors provide numerous opportunities to create an image and identity for the Willakenzie area that is completely unique.

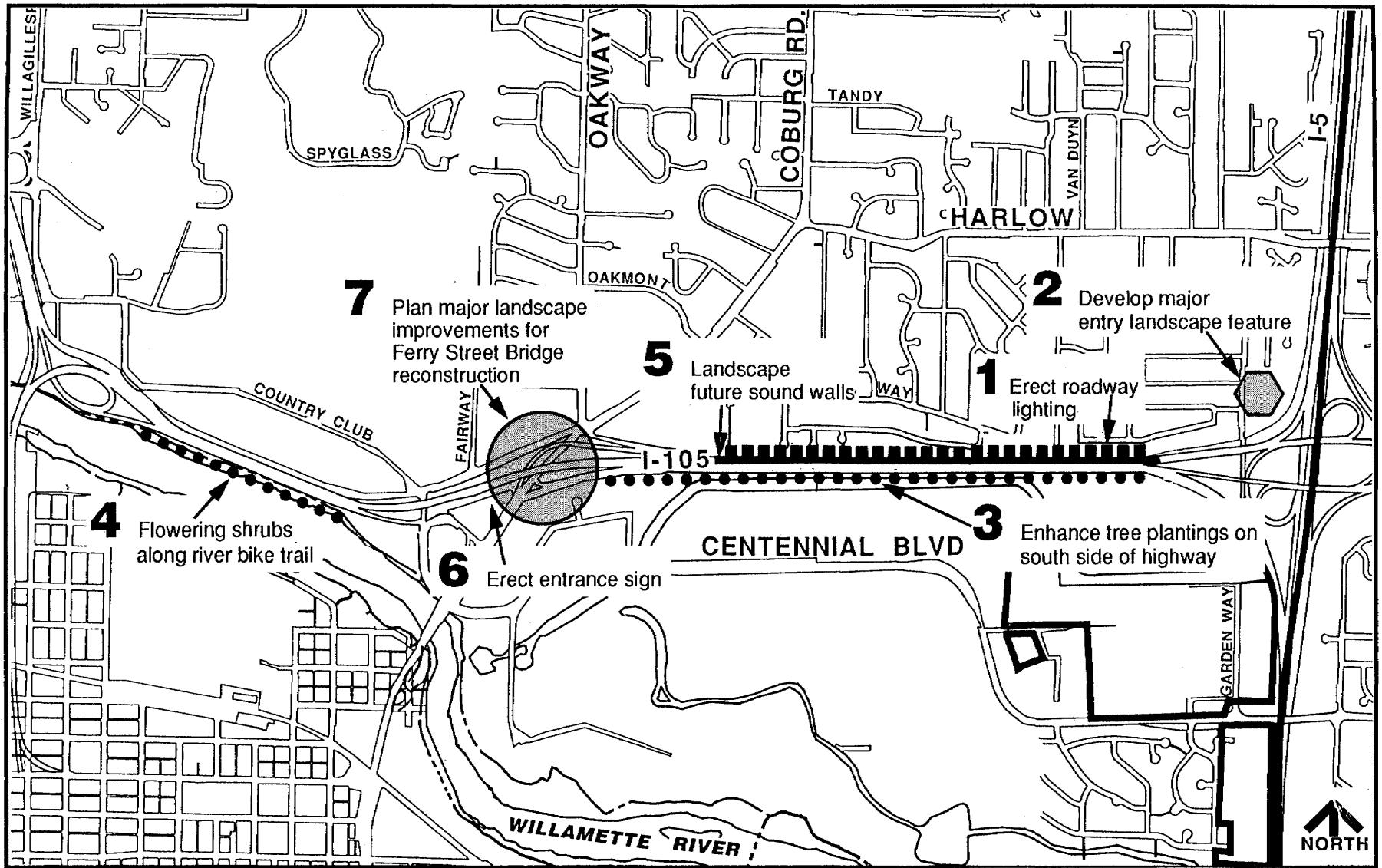
The Entrance Beautification Study provides overall policy direction for the visual improvement of designated entrance corridors. The Transportation Element of this plan contains policies directing the City to provide for improvements to designated entrance corridors in conjunction with future construction and reconstruction projects in the area. The purpose of this section is to provide guidance for future corridor improvement plans and to provide recommendations for those improvements that recognize the unique characteristics of each of the corridors. Recommendations in this section are not intended to be adopted.

I-105 (Eugene-Springfield Highway)--I-5 to Delta Highway

I-105 is the main entrance into the city from Interstate 5. This four-lane State highway currently carries more than 40,000 vehicles per day. Projections indicate that future traffic volumes on this highway will eventually require that it be widened from four to six lanes. Future widening will provide numerous opportunities to improve the visual characteristics of this heavily traveled and important corridor. Future reconstruction of the Ferry Street Bridge will provide other opportunities to affect changes to the corridor in the vicinity of the Coburg Road off-ramp. Improvements could create a dramatic entrance into Eugene with carefully controlled views of Judkins Point, Skinner Butte, Spencer Butte, Autzen Stadium, the downtown skyline, and the Willamette River. Many of Eugene's key landmarks are revealed one after the other along this entrance corridor.

Recommendations

1. Erect roadway lighting along the I-105 corridor between I-5 and the Coburg Road off-ramp. Avoid high-mass lighting or other lighting types that are inappropriate for roads of this type which are adjacent to residential areas.
2. Work with the State and other public and private landowners to develop an appropriately scaled city entrance landscape feature, consisting of canopy and understory trees and flowering shrub masses at the I-5/I-105 interchange.



ENTRANCE CORRIDOR IMPROVEMENTS

I-105: I-5 to Delta Highway

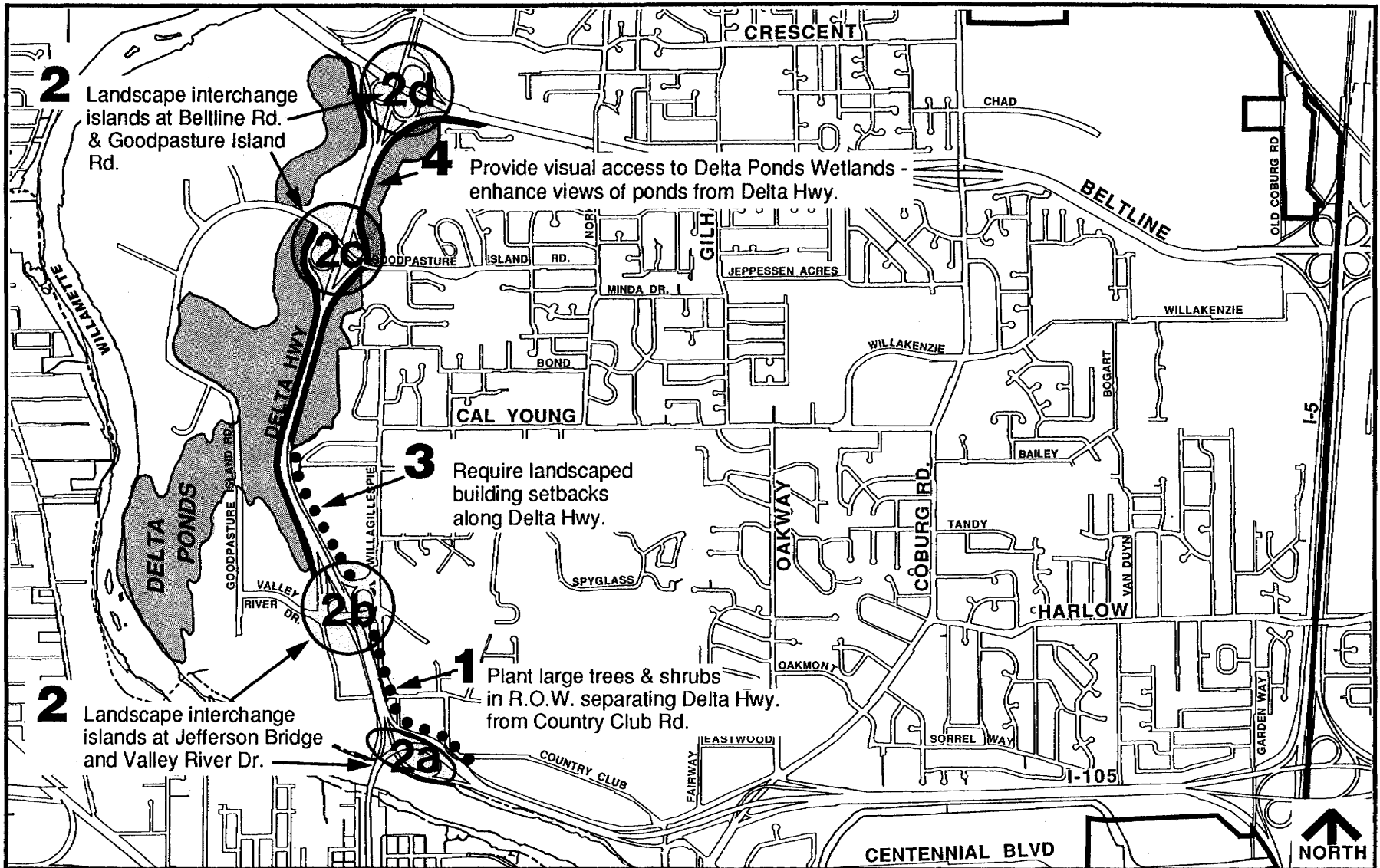
3. Enhance and augment the tree planting on the south side of I-105 east of Coburg Road with additional large-scale trees located to frame views of important landscape and cultural features.
4. Plant rhododendron and other indigenous shrubs in the park/bike path strip on the south side of I-105 between the Washington-Jefferson Street Bridge interchange and the Coburg Road off-ramp.
5. Work with the State and private property owners to ensure that sound walls constructed in conjunction with future highway improvements be attractively landscaped with shrubs and vining plant materials to soften the harsh visual effects of these noise barriers.
6. Erect an aesthetically pleasing city entrance sign in a highly visible location within the corridor.
7. Work with the State to create significant landscape features within rights-of-way for all on-ramps, off-ramps, and street segments redesigned and reconstructed in conjunction with the construction of the new Ferry Street Bridge.

Delta Highway--I-105 to Beltline Road

This four-lane County highway links Beltline Road with Valley River and downtown. The character of this road segment is strongly influenced by the Delta Ponds and by commercial development in the Valley River area. Landscaping is completely absent within the highway right-of-way. Like I-105, there is great potential for using natural amenities and viewsheds along the corridor to enhance the beauty of this highway and to highlight various land uses adjacent to it.

Recommendations

1. Plant large-scale trees and shrubs within the right-of-way that separates Delta Highway from Country Club Road.
2. Work with Lane County and the State Highway Division to develop landscape plans and funding sources for diamond and cloverleaf interchange islands in the following locations:
 - A. Delta Highway/I-105 interchange;
 - B. Delta Highway/Valley River Drive interchange;
 - C. Delta Highway/Goodpasture Island Road interchange; and
 - D. Delta Highway/Beltline Road interchange.
3. Ensure that commercial and residential buildings are set back from the Delta Highway right-of-way line and that setbacks are landscaped with trees, shrubs, and ground covers.
4. Ensure that visual access to the Delta Ponds is maintained and enhanced from Delta Highway while physical access from the highway is restricted.



ENTRANCE CORRIDOR IMPROVEMENTS

Delta Highway: I-105 to Beltline Road

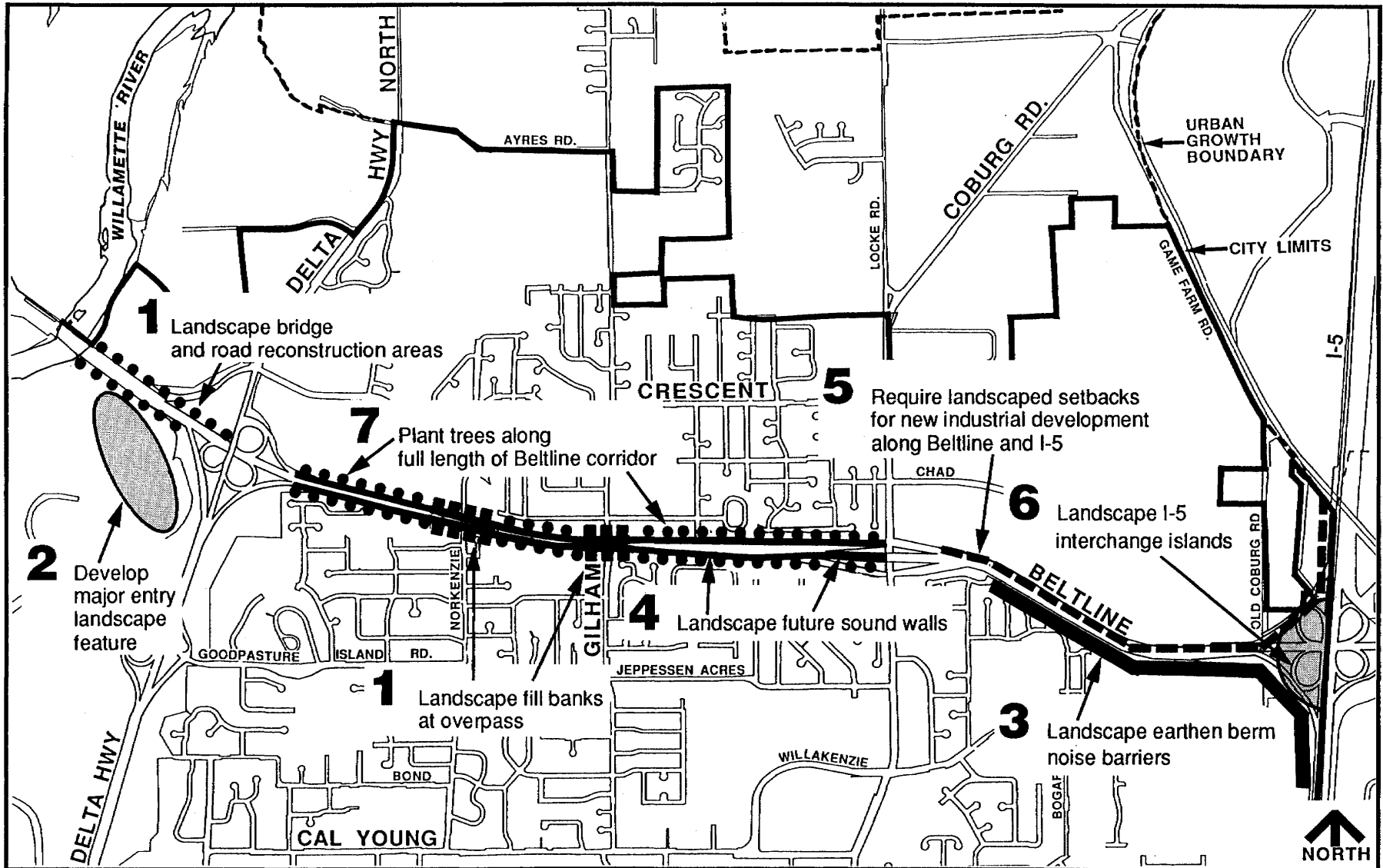
Beltline Road--Willamette River to I-5

This road segment carries large volumes of traffic into the northern and western parts of the city from Interstate 5. Residential development has occurred or is planned along most of its length, except for a section designated for industrial use east of Coburg Road and commercial development at the Coburg Road and Delta Highway interchanges.

Traffic volumes are expected to increase substantially on Beltline Road requiring its future widening from four to six lanes. Land use and transportation policies in the Willakenzie Area Plan require: 1) the construction of sound walls and/or berms in conjunction with new road construction where Federal and State noise levels are exceeded; 2) the construction of sound walls and/or berms in new residential development adjoining Beltline Road; and 3) extensive rear-yard landscaping on industrial parcels abutting Beltline in the Coburg-Crescent Special Light Industrial area.

Recommendations

1. Work with the State Highway Department to ensure that road and bridge reconstruction in this highway segment incorporate appropriate landscaping within the public right-of-way, especially on fill banks near overpasses, future bike/pedestrian path crossings, and in areas where significant indigenous vegetation is disturbed as a result of road construction.
2. Work with the State Highway Department to develop a major landscape feature in the right-of-way area to the south and west of the Beltline off-ramp to Delta Highway. This area would benefit from a mass planting consisting of large-scale trees, colorful shrubs and low-maintenance meadow grasses requiring infrequent mowing. Improvements could include widening the drainage ditch in this area to create a flatter drainage swale and to facilitate mowing in the area.
3. Wherever earth berms are used as noise barriers in new developments, landscape with trees, shrubs, and ground covers.
4. Work with the State, Lane County, and private property owners to ensure that sound walls constructed in conjunction with future highway improvements be attractively landscaped with shrubs and vining plant materials to soften the harsh visual effects of these noise barriers.
5. Ensure that industrial developments are set back from Beltline and I-5 rights-of-way lines and that setbacks are landscaped with trees, shrubs, and ground covers.
6. Work with the State Highway Department to augment landscaping within the Interstate 5 interchange islands at I-5 and Beltline Road.
7. Where right-of-way widths permit, plant large-scale deciduous and evergreen trees along the length of the Beltline corridor.



ENTRANCE CORRIDOR IMPROVEMENTS

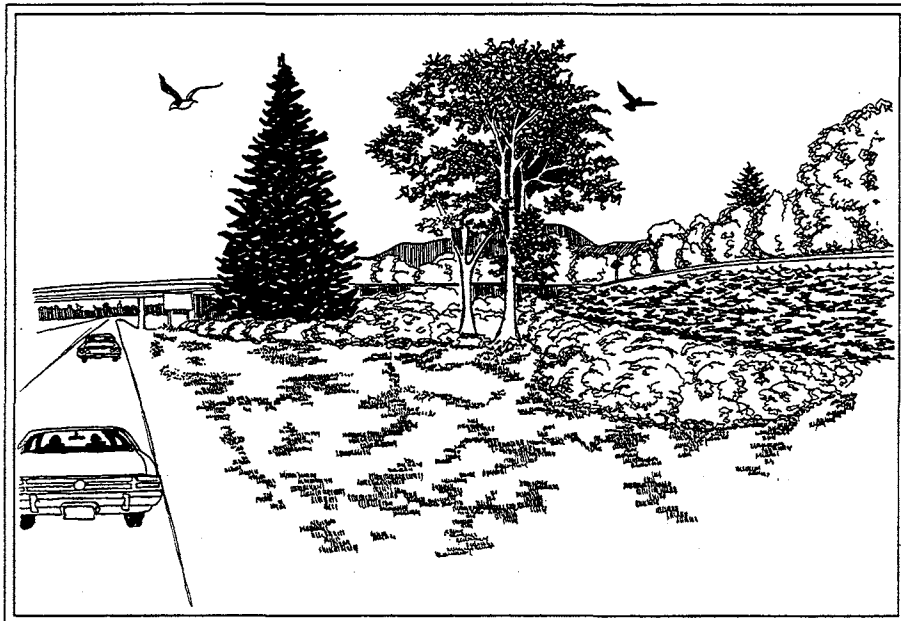
Beltline Road: Willamette River to I-5

NEIGHBORHOOD GATEWAYS

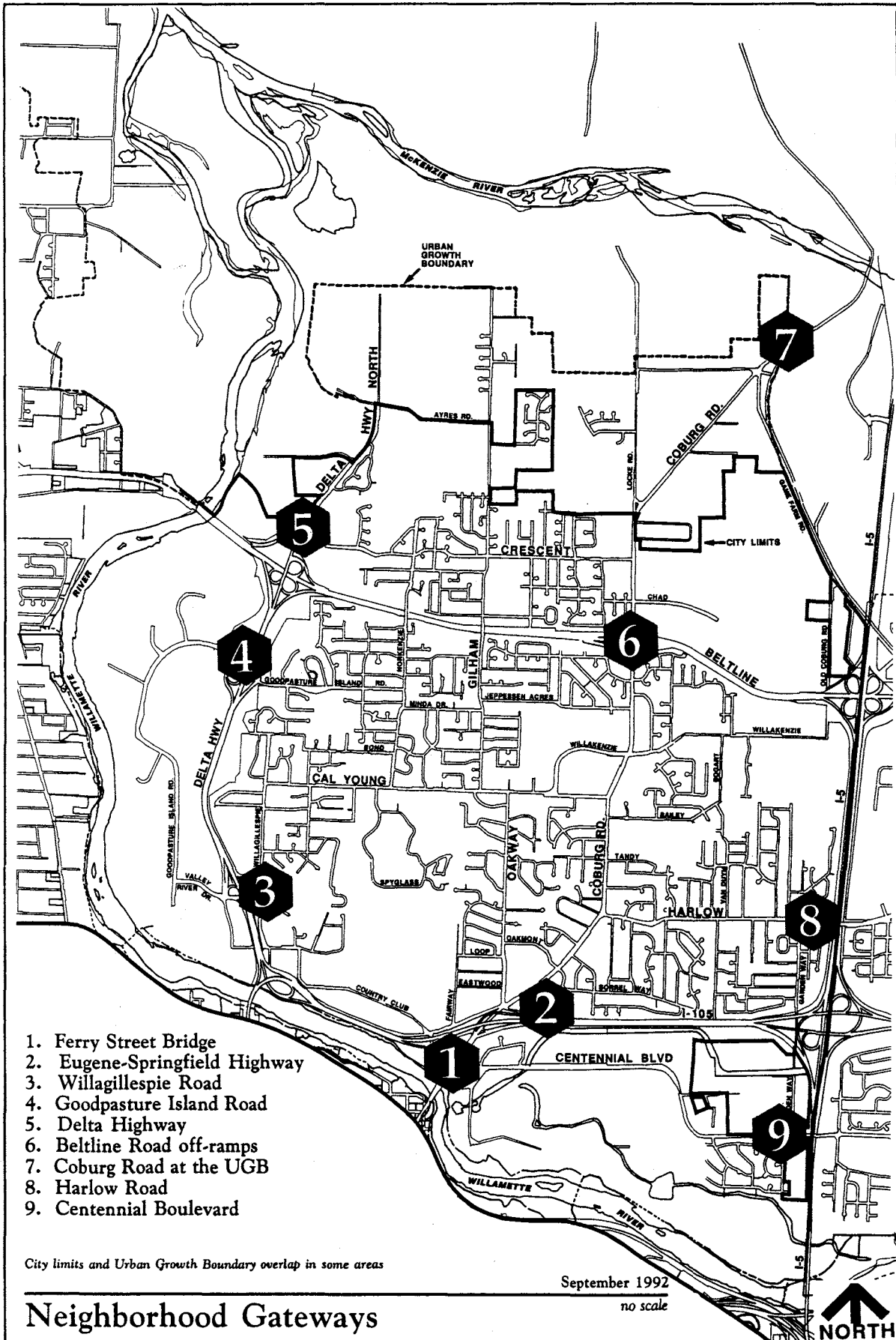
Transitional features, such as gateways, can help define neighborhood boundaries, heighten a sense of arrival into an area, and help establish neighborhood identity. In a suburban context, major landscape features can be effectively utilized to create neighborhood gateways that have wide appeal to large segments of the community. Street tree and "parkway" planting schemes, in particular, can help provide a distinct physical identity to an area.



Prior to Improvement.



After Improvement. Right-of-way landscaping is proposed to create attractive and distinctive neighborhood entrances.



1. Ferry Street Bridge
2. Eugene-Springfield Highway
3. Willagillespie Road
4. Goodpasture Island Road
5. Delta Highway
6. Beltline Road off-ramps
7. Coburg Road at the UGB
8. Harlow Road
9. Centennial Boulevard

City limits and Urban Growth Boundary overlap in some areas

September 1992

no scale

Nighborhood Gateways



Within the Willakenzie planning area, there are nine sites where vehicular traffic enters the neighborhood from adjacent neighborhoods or from the freeways and cross-town arterials. (See Neighborhood Gateways Map.) Gateways should be planned at high-visibility, high-use locations in the following general areas:

- 1) Coburg Road between the Willamette River and the I-105 overpass;
- 2) Coburg Road at the I-105 off-ramp.
- 3) Willagillespie Road between Valley River Drive and Rio Glen;
- 4) Goodpasture Island Road at the Delta Highway off-ramp;
- 5) Delta Highway at the Green Acres intersection;
- 6) Coburg Road at the Beltline Road off-ramps;
- 7) Coburg Road at the urban growth boundary;
- 8) Harlow Road between the I-5 bridge and Calvin Street; and
- 9) Centennial Boulevard between the I-5 bridge and Garden Way.

Policies and Proposed Actions

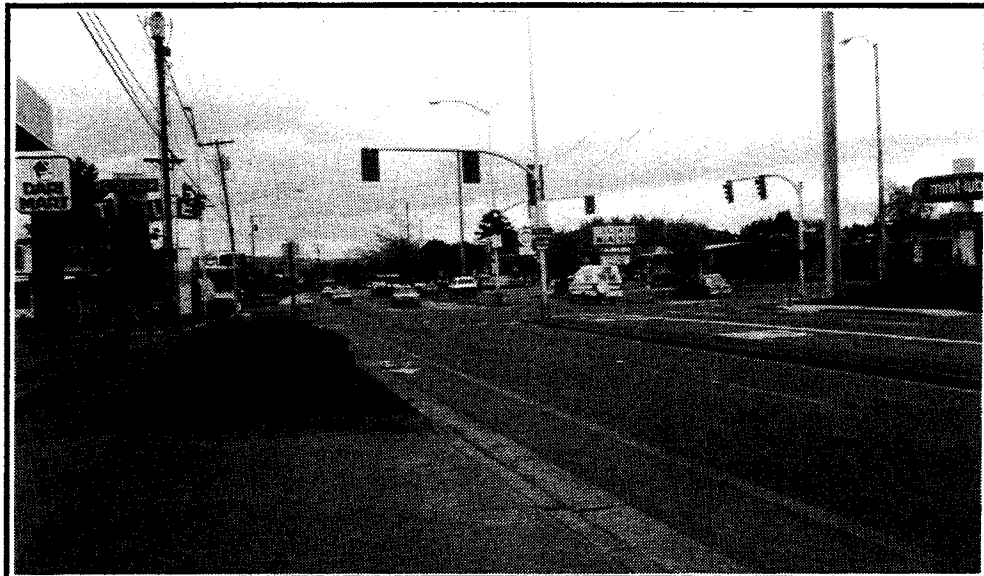
1. Encourage the development of symbolic "gateways" to the Willakenzie area through the effective use of landscape materials in areas indicated on the Neighborhood Gateways map.
 - 1.1 Incorporate large-scale trees and other appropriate landscape materials in required front-yard landscape plantings and street reconstruction landscape plans within "gateway" areas.
 - 1.2 Develop conceptual design plans for neighborhood gateways to be implemented as the areas develop or redevelop.
2. Encourage the Eugene Water & Electric Board and other utility providers to relocate utility lines underground in areas designated as neighborhood gateways on the Neighborhood Gateways map.

COMMERCIAL AREA DESIGN

Retail commercial development in the Willakenzie area is generally confined to "strip" commercial uses along Coburg Road and to "nodal" commercial development in various locations within the planning area. The Willakenzie area has experienced substantial commercial development activity in recent years and continues to experience pressure to expand the commercial land base in the area. Residents of the area have expressed concern with the impacts of commercial development focusing their comments on its appearance, scale, and traffic impacts.

The need for commercial development guidelines was consistently identified as a priority issue by the planning team and by area residents during the course of the planning study. The Eugene Commercial Lands Study, currently in progress, includes broad recommendations to improve commercial area site planning and design, but it may not include specific measures that will result in immediate improvements.

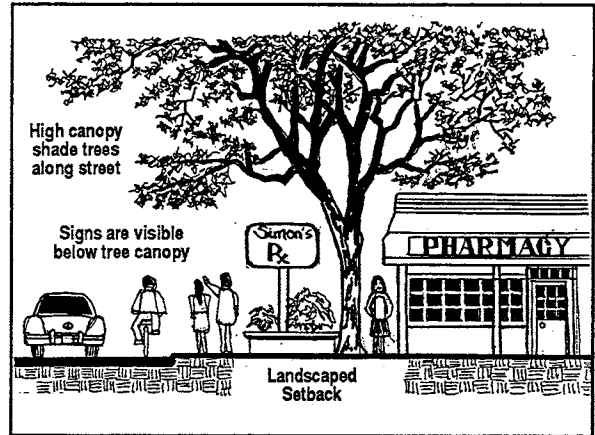
The Willakenzie Commercial Siting and Development Guidelines (listed below) are intended to: 1) improve the quality of commercial development in the planning area; 2) ensure that commercial development in the area presents an attractive, landscaped appearance that is compatible with adjacent residential areas and is complementary to the image of the community as a whole; and 3) provide guidance for the location and design of commercial structures and parking lots.



The plan addresses the appearance of commercial developments in the area.

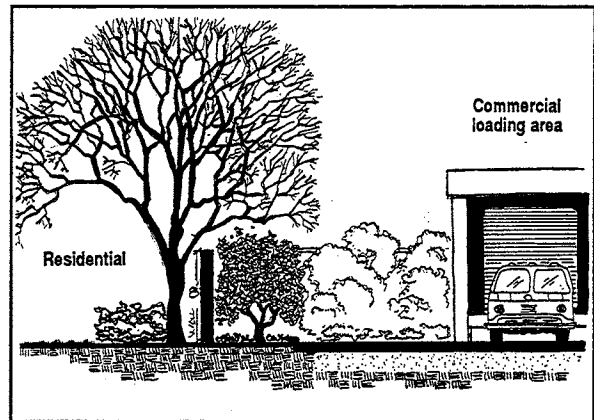
WILLAKENZIE COMMERCIAL SITING/DEVELOPMENT GUIDELINES

1. Front and interior yard setbacks should be appropriate to the scale of the proposed development and should be sufficient to provide for generous landscape buffers when the development is adjacent to residential areas or streets. In general, front yards and yards adjacent to streets should be a minimum of 15 feet in depth and interior yards should be minimum of 10 feet in depth. Where interior yards are developed with head-in parking and are adjacent to residential uses, the minimum yard requirement should be increased to limit the negative impacts resulting from locating the parking area next to the residential use.



Landscaped setbacks can improve the appearance of commercial areas.

2. Loading and delivery areas should be confined to the rear of the building. Where such service areas abut a residential use, a sound-obscuring wall should be constructed between the service area and the residential development.

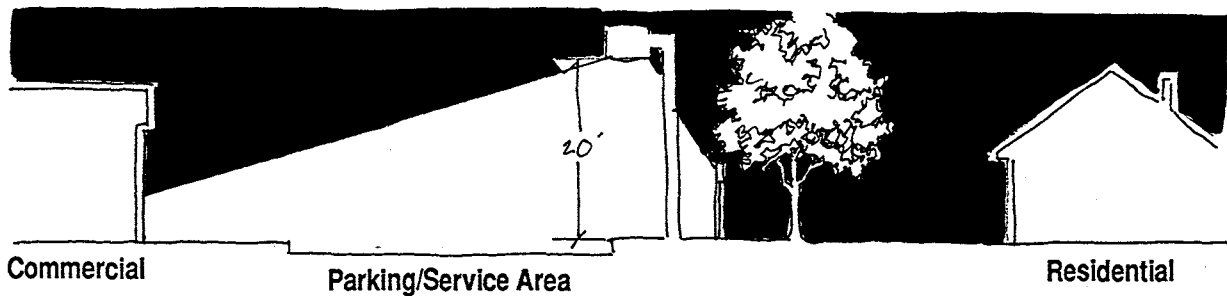


Sound obscuring walls help to reduce service area noise impacts.

3. Required setbacks should maintain landscaping with lawns, trees, shrubs, and living ornamental ground covers as primary material.

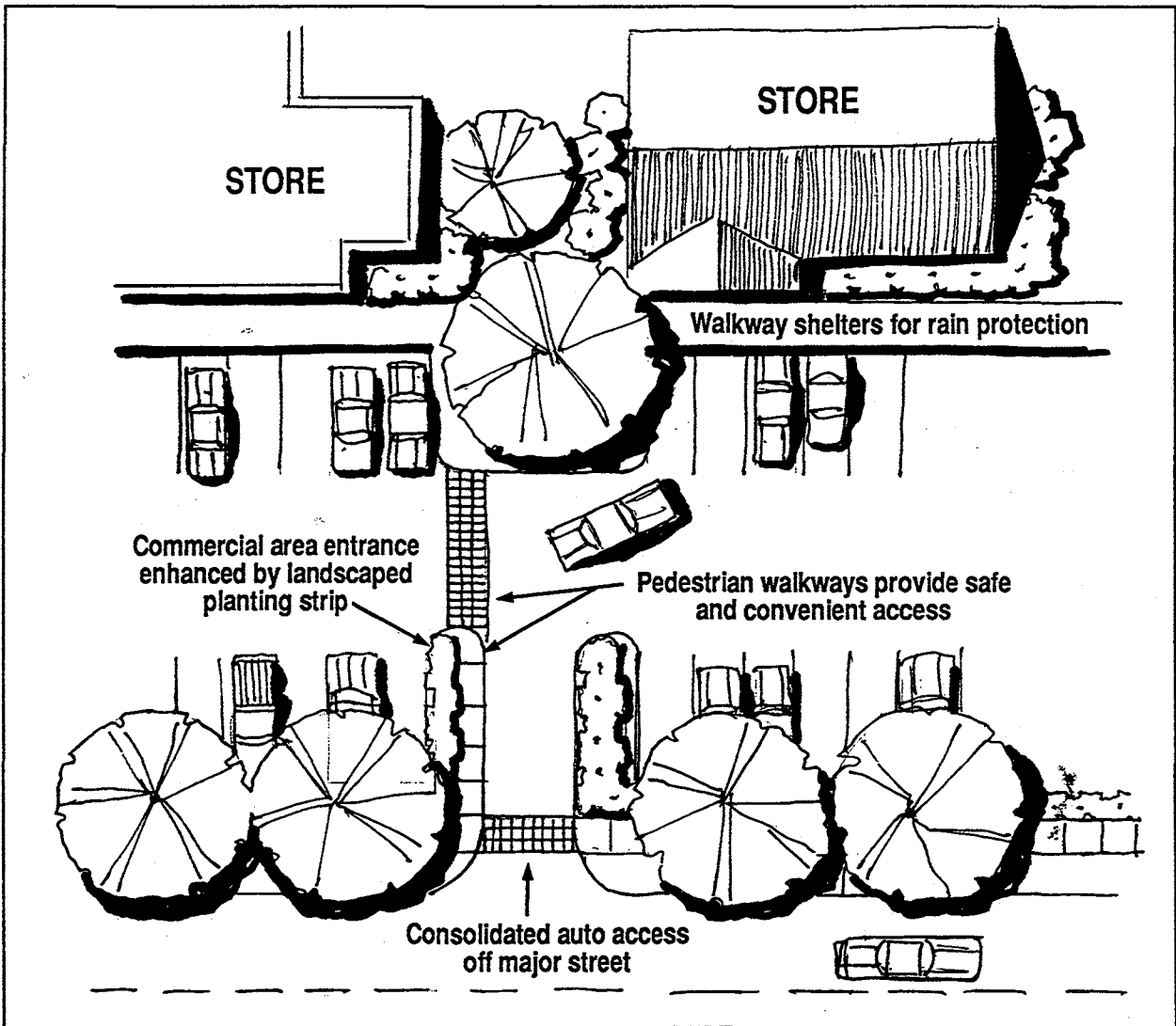


Landscaped building setback area.



4. Exterior site lighting should serve safety, functional, and aesthetic purposes and should be considered within the overall architectural and landscape theme for the development. Parking area light standards should be in proportion to the building mass and generally should not exceed 20 feet in height. All on-site lighting should be directed downward with no splay of light off the site.
5. Commercial structures adjacent to residential development should be in scale with the height of existing or planned residential structures. Where commercial development is adjacent to any use other than a residential use, the height limit should be consistent with the limit in the adjacent district.
6. Site planning that creates interesting and varied building forms rather than flat, void surfaces should be encouraged. Building forms can be positively influenced by varying setbacks, breaking buildings into segments or clusters, and by incorporating landscaping into the architectural design.
7. Pedestrian and vehicular safety should be maximized by carefully siting the driveways. Combined driveway entries serving more than one parcel are strongly encouraged.

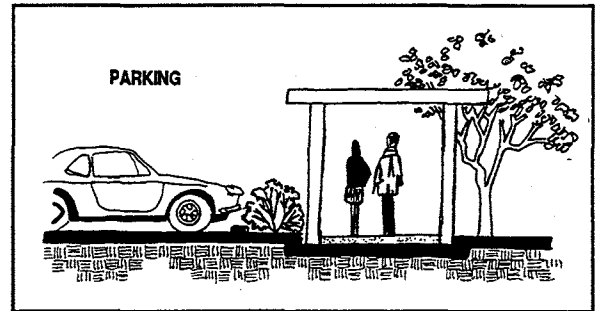
8. Traffic circulation patterns and site access should be designed so as to minimize the impacts of commercially generated traffic on the adjacent neighborhood and to limit ingress and egress points on local residential streets.



9. Convenient pedestrian walkways should be provided, as needed, around commercial sites to promote pedestrian safety and convenience.

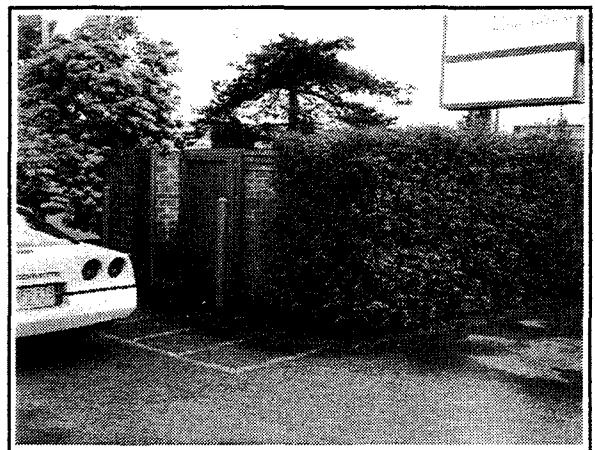
10. Commercial area entrance driveways should be provided with a minimum eight-foot-wide planting strip between the entry drive and the parking area. The purpose of the planting strip is to heighten entryway visibility and improve parking area circulation.

11. Awnings or other walkway shelters should be encouraged to provide rain protection for pedestrians and to help unify building masses.



Walkway shelters provide protection from rain.

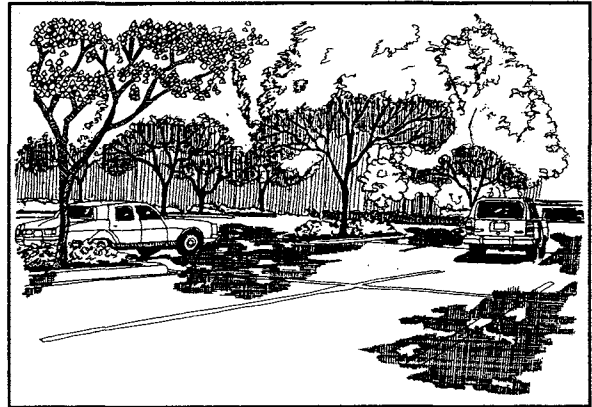
12. Auxiliary structures such as refuse collection areas, transformers, utility meters, and other utility and mechanical equipment on the ground, should be screened from public view with plant materials or other screening materials that are compatible with the adjacent buildings. Screening enclosures for refuse collection areas should completely screen all collection bins and refuse.



Trash collection areas can be designed as positive, attractive site features.

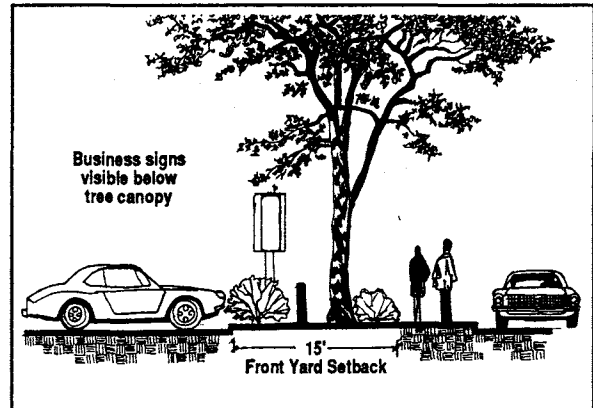
13. Heating, ventilating, air conditioning, and other wall or roof-top mechanical equipment should meet the noise standards of the zoning ordinance. If required, a noise barrier shall be made of a material and design that is visually compatible with the building.

14. Parking areas should be designed and landscaped to provide shading during the summer months and to reduce the visual impact of large paved areas. Large-scale, high-canopied tree species are encouraged in island planters and parking-lot perimeter screening areas to create a canopy which reduces glare and excessive heat.

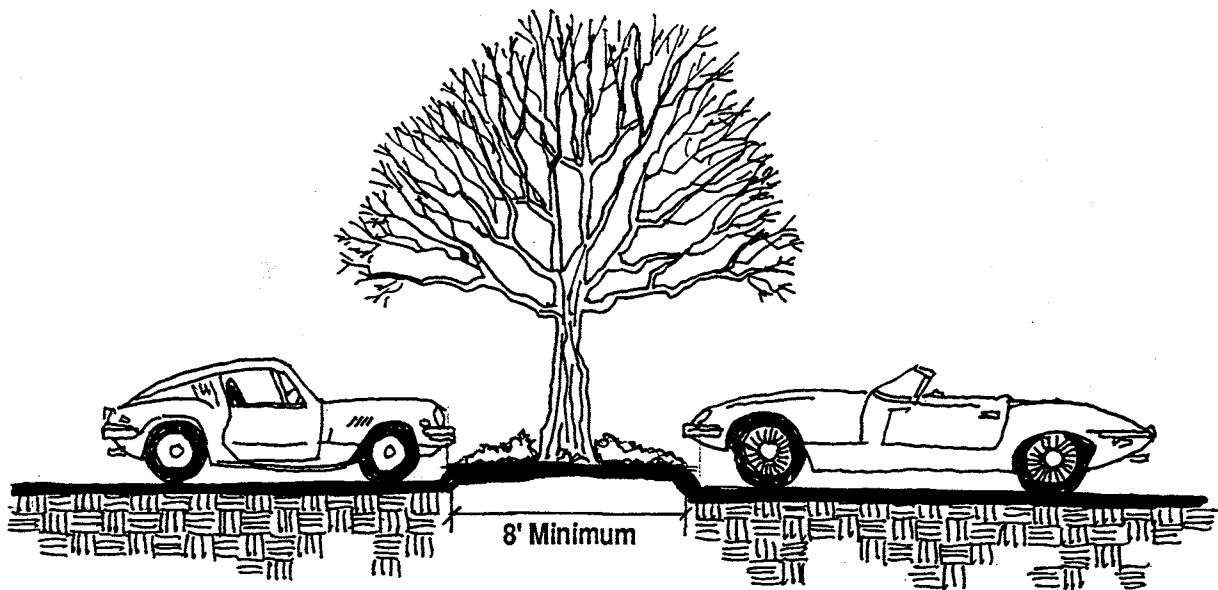


Trees and other landscape elements dramatically improve the appearance of parking lots.

15. Parking lots should be screened from the street and from adjacent property by berms, low walls, low fences, and/or dense landscaping with trees shrubs, and ground covers to provide for visual enclosure and screening.



Low walls, berms, and shrubs screen parking lots from the street and from adjacent properties.

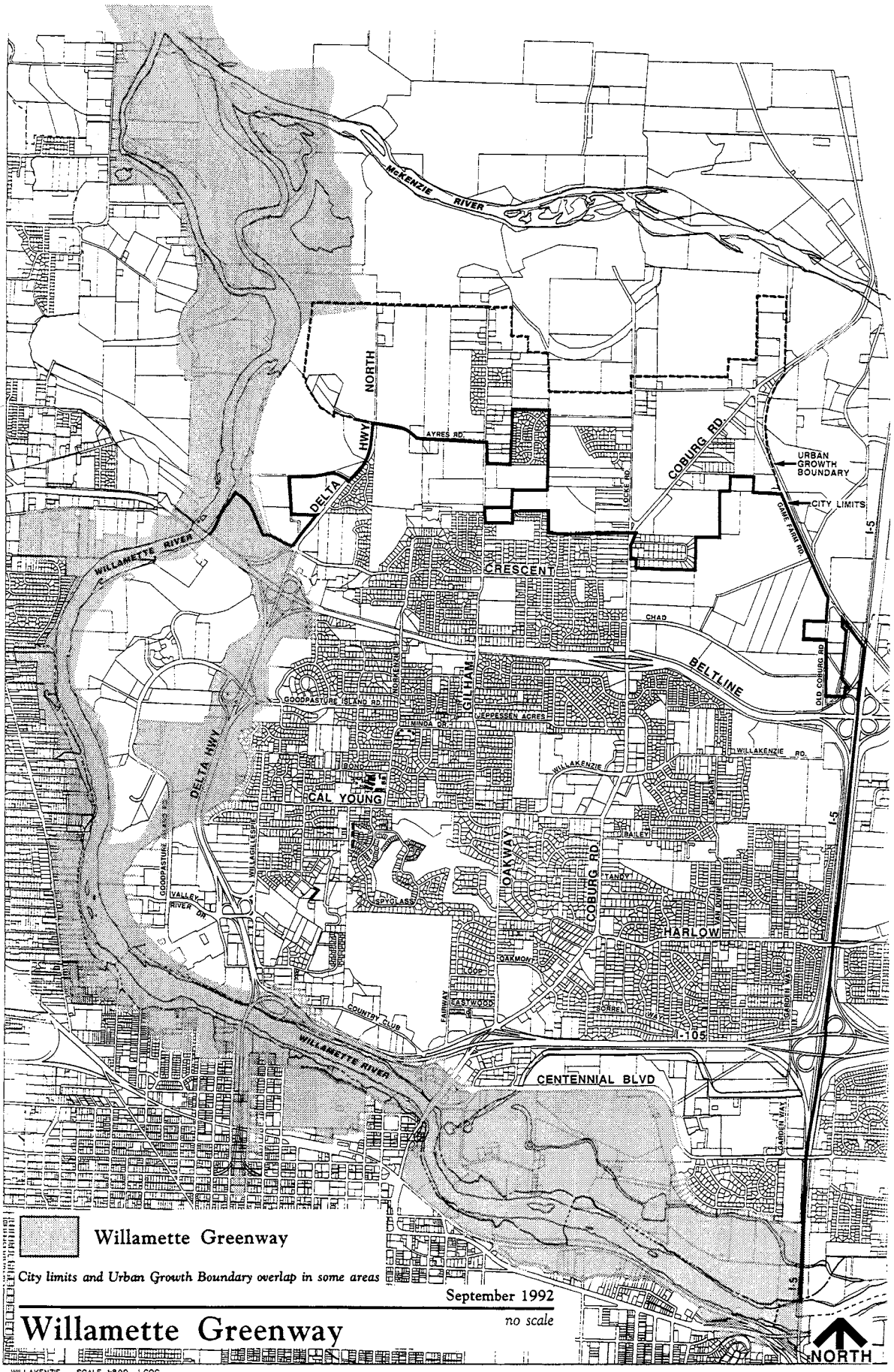



16. The dimensions and design of interior planting islands within parking areas should be sufficient to protect all plant material from damage by vehicles and mechanical equipment. In general, the width of interior planting areas should not be less than eight feet to allow car doors to open and bumpers to overhang into the landscaped area without damaging plant materials.

17. Curbing should be installed around landscaped areas, especially those adjacent to parking or circulation areas, to contain landscape material and to provide protection from vehicles.

18. Where commercial development is adjacent to residential uses, the common property lines should be separated by a sight-obscuring fence or wall. The interior yard adjacent to this fence should be generously planted with trees, ground covers, and shrubs capable of attaining a minimum height of eight feet within five years.

19. Plant materials, other than ground covers, should be sized so that a mature appearance will be attained within two years of planting. In general, trees should be a minimum of 1.5 inches caliper; shrubs not used as ground covers should be a minimum five gallons in size, and ground cover should be spaced to provide for complete infill within one year of the date of planting. Shrubs, when used as parking-lot perimeter screens, should be evergreen and spaced to achieve the desired screening height of three feet within two years.
20. Plant material, including street trees within the right-of-way, should be served by City-approved automatic underground irrigation systems.
21. All landscaped areas shall be maintained in a healthy growing condition. Maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning, fertilizing, and regular watering. All trees, shrubs, ground covers, and other plant material shall be replaced if they die or become unhealthy.
22. Bark, wood chips, rock, and similar materials should not substitute for ground cover plantings on a majority of the site.



 Willamette Greenway

City limits and Urban Growth Boundary overlap in some areas

September 1992

no scale

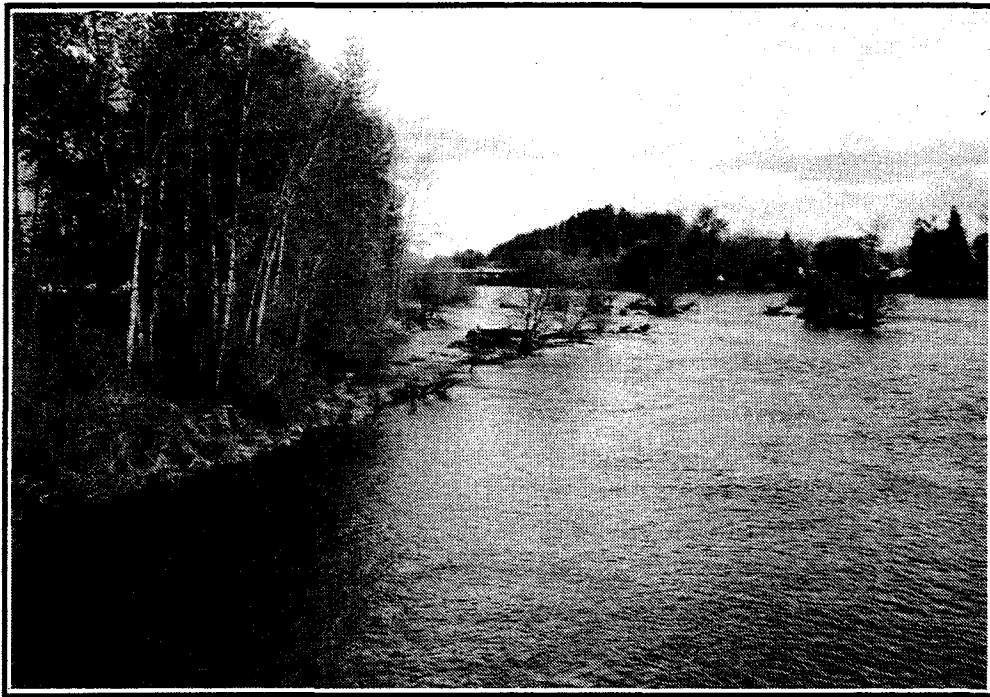
Willamette Greenway



WILLAMETTE SCALE 1:800 LCOG

WILLAMETTE GREENWAY

There are approximately six linear miles within the Willakenzie area that are within the boundaries of the Willamette River Greenway. In the Willakenzie area, the greenway is under both public and private ownership. The area under public ownership composes primarily Alton Baker Park and the Delta Ponds. The area of the greenway that is privately owned includes Valley River Center, a variety of other commercial developments in the Valley River Center area, and residentially zoned lands along Goodpasture Island Road. Development of lands within the Willamette Greenway is subject to direction provided within the Statewide Planning Goals and the City's zoning ordinance. Greenway development criteria such as access to and along the river, preservation of riparian vegetation, and provision of landscaping buffering between the use and the river are some of the factors considered in review of development in the greenway.



Willamette River and Greenway.

There is still a significant portion of land within the greenway in the Willakenzie area that is undeveloped. Development within the greenway is reviewed by the City through either the conditional use permit process or the planned unit development process. Within the next five years, the City of Eugene will be undertaking a Greenway Management Plan which will address how development is to occur within greenways throughout the city. The following use management standards are consistent with Statewide Land Use Goal 15 and shall apply to development within the Greenway in the Willakenzie area.

1. Provision that all new structures, expansion of existing structures, drives, parking areas, or storage areas shall not be permitted within the first 35 feet back from the top of the riverbank, unless the location of the floodway boundary requires a greater separation. There are three exceptions to this standard:
 - A. Structures designed solely for recreation use (e.g., a deck or steps leading to the river) and driveways for boat landings and water-related or water-dependent uses are permitted within the 35-foot setback.
 - B. Public improvements, including pedestrian and bicycle trails, public plazas, and similar amenities, but excluding roads and parking areas, are exempt from the setback requirements specified above.
 - C. Structures existing as of the date of adoption of this plan shall be allowed to rebuild at the same distance from the river that they were before destruction by fire, flood, or other disaster.
2. Provision for public pedestrian and bicycle access along the river.
3. Provision that the area within the 35-foot setback area may be included in any density calculation of a project.
4. Continuous building facades and opaque fences or walls exceeding 75 feet in length shall be discouraged within the greenway to allow for visual access to and from the river.
5. Activities or uses such as open storage of materials shall be discouraged within the greenway.
6. Except from small identity and directional signs, business signs shall be oriented away from the river.
7. Significant fish and wildlife habitats, as identified in the adopted Natural Resources Special Study, or Metropolitan Plan Natural Assets and Constraints Working Paper shall be protected. Sites subsequently determined to be significant by the Oregon Department of Fish and Wildlife shall also be protected.
8. The natural vegetative riparian fringe along the Willamette River, as identified on the Willakenzie Area Plan Natural Resource Area Map, shall be protected and enhanced to the maximum extent practicable.

9. Scenic qualities and viewpoints, as identified in the Metro Plan Natural Assets and Constraints Working Paper shall be preserved.

NATURAL RESOURCE AREA PROTECTION

The Willamette River has strongly influenced the pattern and timing of development in the Willakenzie area and has directly or indirectly contributed to the creation of many of the natural features which remain in the planning area today.

For nearly 100 years after settlers arrived in Eugene, the Willakenzie area was primarily an agricultural area. The rich alluvial soils in the area were deposited over thousands of years of annual flooding of the Willamette and McKenzie rivers. These soils were well suited to agriculture but were poorly suited to urban development. As recently as 1950, fewer than 500 homes were located in this area on the north side of the Willamette River.

The development of agriculture resulted in dramatic changes to the natural landscape of the area. Forests were cut, wetlands filled, and drainage ways altered in an attempt to create tillable farmland. Many areas, however, escaped the plow and remained as natural oases within the mostly cultivated environment.

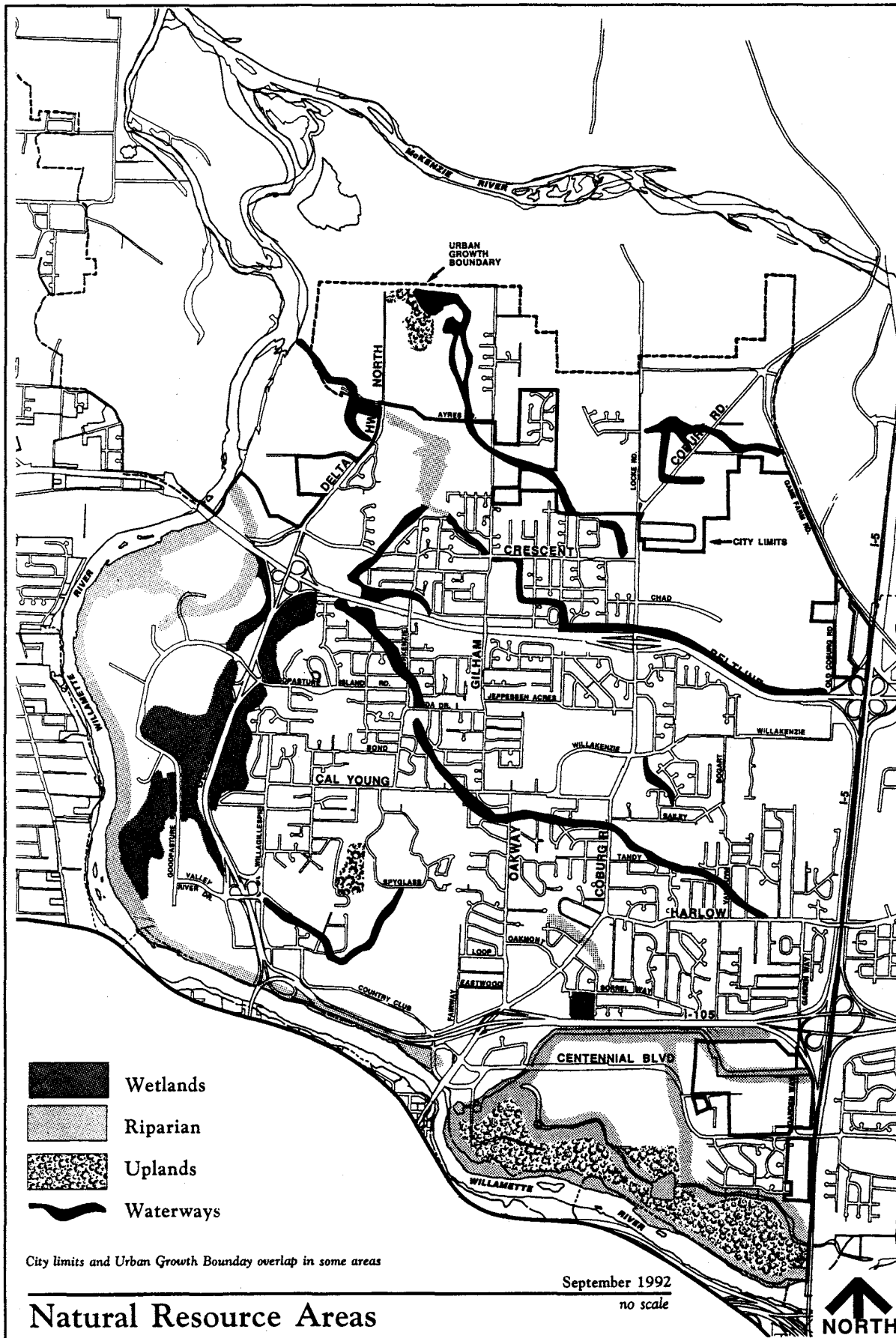
During the 1950s and '60s, as dams were built on the upper Willamette River, flood hazards in the Willakenzie area diminished and large areas were made available for urban development. Inevitably, the process of urbanization has led to the loss of numerous natural resource areas. Still, remnants of the historic natural vegetation, natural water features, and drainage ways can be found throughout the area.

The Lane Council of Governments (L-COG) has completed an inventory and analysis of significant natural resource sites throughout the metro area. That work is included in the draft Natural Resources Special Study which focuses on developing findings and recommendations for the protection of wetlands, riparian areas, drainage ways, uplands, and wildlife habitats. Natural resource sites in the Willakenzie planning area which are recommended for some level of protection are shown in the Natural Resource Areas Map. The following section includes a summary of areas recommended for protection in the draft Natural Resources Special Study. Numbers used to identify each area (e.g., E-45) correspond to the numbering system used in that study.

Wetlands--Wetlands are wet, boggy, or marshy areas that are generally found in flat, low-lying areas. In order to be classified a wetland, an area must have the following characteristics:

- be inundated with water for at least a portion of each growing season;
- contain soils that are characterized by water saturation; and
- have vegetation that is adapted to a saturated soil condition.

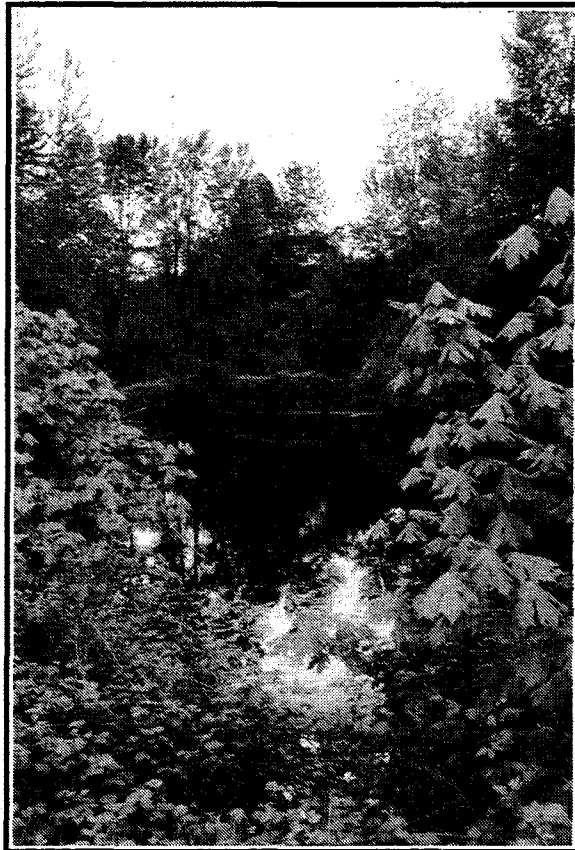
Wetlands serve many important functions such as flood-water storage, fish and wildlife habitat, groundwater recharge and pollution control, and sediment and erosion control. They also provide numerous recreational and educational opportunities. Wetlands have only recently begun to be widely recognized as fundamentally important biological systems. The Federal and State governments have both enacted laws and developed systems to regulate the alteration of wetlands. The Metro Plan also contains policies intended to protect these valuable resource areas.



In the Willakenzie area five wetland sites have been identified in the Natural Resources Special Study. Four of the five sites make up the Delta Ponds wetlands system. Each of the four Delta Ponds wetland areas, identified in the draft Natural Resources Special Study as areas E-51, E-52, E-53, and E-54, is separated from the others by one of several roads or highways which bisect the area. The Delta Ponds system, consisting of more than 200 acres, is one of the largest wetland areas in the Eugene-Springfield metro area. The remaining wetland (E-44) is located at Sorrel Way Park. Both the Delta Ponds and Sorrel Way wetlands are publicly owned.

Riparian Areas--Riparian sites are located on the edge of a river, stream, lake, pond, or other water body. These areas and the vegetation growing within them provide critical habitat and travel corridors for metropolitan-area wildlife. Riparian vegetation also plays an important role in maintaining water quality in adjacent waterways by filtering storm-water runoff and protecting stream banks from erosion.

Within the Willakenzie area, the following riparian sites have been identified as significant and worthy of some level of protection: 1) Alton Baker Park (E-42); 2) Ayres Pond (E-48b); 3) Pioneer Park Slough (E-74); and 4) Goodpasture Island Slough (E-75). The draft Natural Resources Special Study recommends varying levels of protection for each of these sites.



Delta Ponds riparian area.

Waterways--Waterways are areas that are commonly described as "ditches," but in reality may include creek beds, storm-water drainage channels, sloughs, or drainage swales. These areas typically carry water during the rainy season but may be dry or have very low flows during periods of drier weather.

Waterways serve an important drainage function in the metro area. Where they exist, waterways function as floodwater storage areas, help to enhance water quality, and serve as groundwater recharge areas. The Willakenzie neighborhood has several notable waterways that are remnants of the historic drainage system for the area. The draft Natural Resources Special Study identifies the following waterways in the Willakenzie area: 1) Ascot Park Drainage Way (E-45); 2) Roundup Drive Ash (E-47); 3) Beltline Drainage Channel (E-48); 4) Debrick Slough (E-50); 5) County Farm Road Waterway (E-73); and 6) Gilham Waterway (E-77).

Uplands--Uplands are natural resource areas which occur on drier land or at higher elevations than wetlands, riparian areas, or waterways. Upland areas include ridgelines and foothills, flat meadows, woodlands, parks, cemeteries, and golf courses. The resource value of these lands is inherent in their ability to provide important wildlife habitat, contribute to the scenic qualities of the entire metropolitan area, enhance the open space and recreational system in the metro area, and contribute to the improvement of water quality from storm-water runoff.

Within the Willakenzie area, two upland sites are recognized as having significant natural resource values in the Natural Resource Special Study: 1) the Alton Baker Park upland area (E-43), consisting of 211 acres in public ownership; and 2) the Cal Young upland (E-76), located in the northwest corner of the planning area containing approximately 19 acres and in private ownership.

Policy

1. Significant wetland, riparian, waterway, and upland sites in the Willakenzie area shall be protected from encroachment and degradation in order to retain their important functions related to fish and wildlife habitat, flood control, sedimentation and erosion control, water-quality control, and groundwater pollution control.

HISTORIC PRESERVATION

The Willakenzie area's contribution to the cultural history of the metropolitan area is briefly outlined in this section. In August 1989, the City of Eugene (in cooperation with the State Historic Preservation Office) released a Historic Context Report for the Willakenzie area. This document is a historic overview of the Willakenzie area. It contains information on settlement patterns, types of historic resources in the planning area (ranging from structures to landscape features), and distribution patterns of those resource types. It also contains a discussion of the criteria used to evaluate the significance of the area's historic resources and provides suggestions for future actions to affect preservation of those resources.

According to the Willakenzie Area Plan Historic Context Report, there are approximately 130 potentially historic resources (as identified by a preliminary reconnaissance survey of potentially historic resources). These included 74 structures and 56 landscape features. Eleven resources in the Armitage Road area were included in that total, although they are not within the boundaries of the Willakenzie Plan. There are two structures in the Willakenzie area that are designated historic landmarks. The first of these is the Cal Young House, located at 1610 Cal Young Road. The second is the Elmer Harlow House, at 2991 Harlow Road. The Harlow house is also listed on the National Register of Historic Places.



Wiley House along Garden Way.

In addition to the Historic Context Report, the City also completed some preliminary survey work of two focus areas in the Willakenzie area. These two areas (the Chase Gardens area and the Old Coburg Road area) were chosen for additional evaluation work due to the concentrated number of historic resources existing within their boundaries and the pressure for development which is occurring in these areas. The Historic Evaluation of the Chase Gardens/Old Coburg Road Areas is a refinement of the work completed in the Historic Context Report. It includes a preliminary survey of structures, artifacts, and landscape features within these two areas.

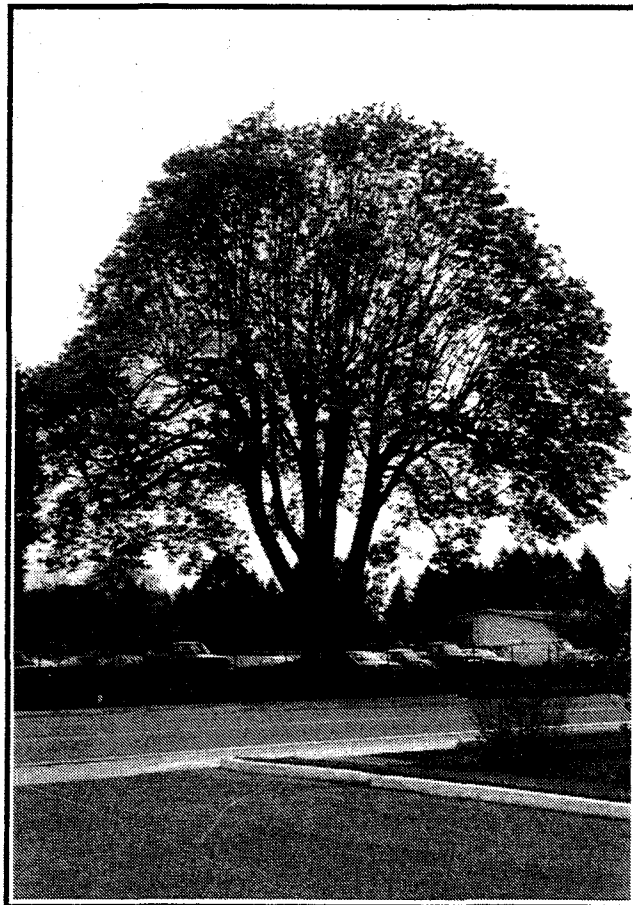
The inclusion of historic preservation in local general plans is mandated in Oregon's Statewide Planning Goal 5. On the metropolitan level, the Metro Plan deals with this issue in the Historic Preservation Element. Within the city, the need to recognize the importance of historic resources is addressed by the City's Historic Preservation Ordinance. This ordinance applies only to land within the city limits.

In the Willakenzie area, the first step toward addressing preservation was the production of the Historic Context Report. The next crucial step is to specifically identify historic resources through a historic inventory. Previous inventories done by the City of Eugene have identified potentially historic resources by location. Inventories further describe the physical characteristics of resources. (For structures, this would include construction materials, architectural style, conditions, alterations, etc.) A photograph and site plan along with a brief statement of significance are also included as part of the inventory for each resource. Findings are then compiled and evaluated as an aid to developing preservation planning strategies.

Policies and Proposed Actions

1. The City shall identify and encourage preservation of significant historic and cultural resources including buildings, sites, structures, objects, agricultural landscapes, and other landscape elements in the Willakenzie area.
 - 1.1 Seek funding to complete a cultural and historic resource inventory for the Willakenzie area including a description of historic and potentially historic landmarks, significant trees or other landscape elements, and other special features. The cultural and historic resource inventory for the planning area shall be completed within five years of plan adoption.
 - 1.2 Priority should be placed on completing survey work for those areas subject to development pressures which have potentially significant historic resources (such as the Chase Gardens area and the Old Coburg Road area). A cultural and historic resource inventory for the Chase Gardens and Old Coburg Road area shall be completed within one year of plan adoption.
 - 1.3 The issuance of building or development permits should not be denied or delayed based upon the pending studies described in Proposed Actions 1.1 and 1.2 above.

2. The City of Eugene and Lane County shall explore mechanisms for management of historic resources within the urban transition area.
 - 2.1 City of Eugene and Lane County staff should initiate a study to examine jurisdictional responsibilities, funding options, the role of City and County Historic Review Boards, and legal issues surrounding the management of historic resources in the urban transition area.
 - 2.2 Coordinate historic resource management efforts with the State Historic Preservation Office and with the State Department of Land Conservation and Development.
3. The City of Eugene shall coordinate preservation activities in the Willakenzie area with those in the western portion of the City of Springfield.
 - 3.1 City of Eugene and City of Springfield staff should develop an exchange of information on preservation efforts in the Willakenzie and western Springfield areas.
4. At the time of rezoning of properties which have potentially significant historic resources, the City should attach the site review suffix to address consideration of historic resources.



The Willakenzie area contains many large, old trees.

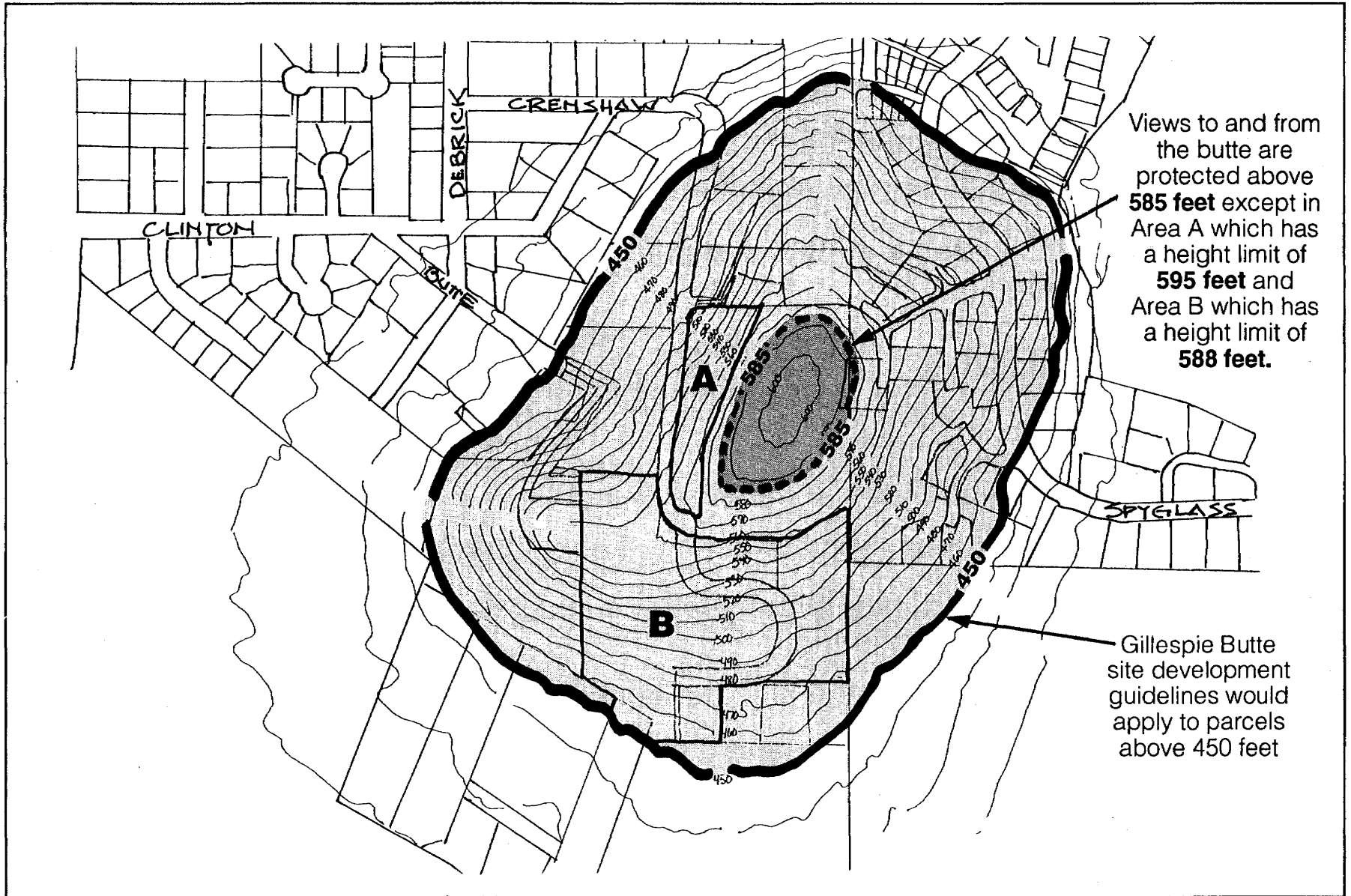
GILLESPIE BUTTE SITE DEVELOPMENT STANDARDS

Gillespie Butte is a highly visible landmark in the southwestern portion of the study area. With a summit elevation of 604 feet, the butte is the highest point in the area. The summit itself and the Gillespie Butte Cemetery to the north of the summit are designated in the Land Use Plan Map for open space uses. All other land on and around the butte is in private ownership and is designated for low- or medium-density residential development.

It is the intent of these standards that development on the butte provide a high level of protection for natural and scenic values afforded by the butte, to minimize the effects of grading and ensure that the natural character of the hillside is retained, to provide safe and efficient pedestrian and vehicular circulation, and to discourage site development practices that result in soil erosion and excessive runoff. It is not the intent of the standards to prohibit development.

The following standards shall be used as the basis for site review in the Gillespie Butte area as directed by Willagillespie Subarea Land Use Policy #3.

1. Gillespie Butte Site Development Guidelines shall apply to development of all parcels or portions of parcels above an elevation of 450 feet above mean sea level.
2. Development shall be oriented on the site so that grading and other site preparation is kept to an absolute minimum.
3. Grading necessary to the development shall be accomplished in a manner that complements the natural landform.
4. Site clearance and construction shall be accomplished in a manner that does not result in large areas left bare and exposed during periods of high precipitation.
5. Development plans shall demonstrate a concern for views of the butte as well as views from the butte.
6. With the exception of Tax Lot 200, Assessor's Map 17-03-19-4 3, which shall have a maximum height limitation of no more than 595 feet above mean sea level; Tax Lots 204 and 205, Assessor's Map 17-03-19-4 3, which shall have a maximum height limitation of no more than 588 feet above mean sea level; and park-related development on public land, the maximum height of any building within the area affected by these guidelines shall be 585 feet above mean sea level.
7. Development shall to the extent possible preserve significant vegetation (particularly overstory and understory trees), significant rock outcroppings, natural hydrology, and areas of historic or visual significance.
8. Safe and efficient ingress and egress for pedestrian and vehicular traffic shall be provided to all development sites within the Gillespie Butte area with due consideration given to the scarring effects of hillside street construction. Roads should follow existing contours whenever possible to minimize cutting and filling of slopes.



Gillespie Butte Topographic Map

IMPLEMENTATION OF THE PLAN

IMPLEMENTATION OF THE PLAN

In order for the Willakenzie Plan to be a useful document and have a positive impact on the community, the contents of the plan (policies, proposed actions, and design recommendations, etc.) need to be followed. Some proposed actions are short-term and can be carried out relatively quickly. Others, of a more complex nature, will take longer to implement. Implementation of the plan will occur over a number of years through public and private actions and will be dependent on the City's commitment of financial resources.

PRIORITIES FOR IMPLEMENTATION

Since there are many policies and proposed actions contained in the plan, it is important to set priorities for the proposed actions which best reflect the area of greatest community concern and need. The following proposed actions are considered by the Willakenzie Planning Team to be the highest priority for implementation of the Willakenzie Area Plan. It is recognized that not all of these priorities can be carried out immediately, depending upon their cost and complexity, but all of them are important and should be implemented over time.

The following list contains the planning team's recommendations for implementation of the plan. There are three major categories: Public Safety, Traffic/ Transportation, and Quality of Life/Character of the Area. The major categories are listed in priority order; the items within the major categories are not in priority order.

PUBLIC SAFETY

- * The City shall design and construct a new community-oriented public safety station in the Willakenzie area. This station should provide the following components:
 - maximum four-minute response time for fire/emergency medical service to all areas of Willakenzie;
 - station should be staffed by community-oriented Public Safety Department personnel (including police officers); and
 - contain expansion capabilities for prevention programs and citizen/juvenile meeting rooms to deal with future growth and demand.

- * The City shall implement proactive prevention programs in the Willakenzie area. These programs could include further expansion of one or more of the following programs which will eventually lead to a community-based policing model:

- block homes;
 - neighborhood and business watch;
 - park watch;
 - expansion of the number of officers assigned to the Willakenzie area; and
 - other community-oriented public safety programs.
- * The City shall institute the practice of "posting" whereby ambulances can be parked in key locations in the Willakenzie area to allow the vehicles to respond to incidents in a more timely manner, until such time as the above two actions are achieved.

RESIDENTIAL LAND USE

- * Amend the Eugene Code to establish minimum density requirements for medium- and high-density residential development within the Eugene urban growth boundary. The suggested minimum density requirements are 10 DU/Acre for areas designated Medium-Density Residential and 15 DU/Acre for areas designated High-Density Residential.

QUALITY OF LIFE/CHARACTER OF THE AREA

- * Amend the Eugene Code to ensure that commercial developments are attractive, compatible with surrounding land uses, and reflect recommendations in the Willakenzie Plan, the Commercial Lands Study, and other design studies.
- * Amend the Site Review provisions for the Gillespie Butte area to address the development criteria set forth in the Gillespie Butte Site Development Standards located in the Neighborhood Design Element
- * Design maintenance and improvement programs that support natural resources and minimize damage to natural vegetation and critical wildlife habitats.
- * Seek funding to complete a cultural and historic resource inventory for the Willakenzie area, including a description of historic and potentially historic landmarks, significant trees or other landscape elements, and other special features. The cultural and historic resource inventory for the planning area shall be completed within five years of plan adoption.
- * Priority should be placed on completing survey work for those areas subject to development pressures which have potentially significant historic resources (such as the Chase Gardens area and the Old Coburg Road area). A cultural and historic resource inventory for the Chase Gardens and Old Coburg Road area shall be completed within one year of plan adoption.

- * City of Eugene and Lane County should initiate a study to examine jurisdictional responsibilities, funding options, the role of City and County Historic Review Boards, and legal issues surrounding the management of historic resources in the urban transition area.

TRAFFIC/TRANSPORTATION

- * Amend the Eugene Planned Street and Highway Right-of-Way Plan to reflect the street classifications indicated on the Willakenzie Area Functional Classification of Streets Map.
- * Seek an amendment to TransPlan for the addition of new street improvement projects listed in Table T-1 and for the inclusion of the following collector streets to the Street and Highway Project List:
 - provide for the construction of a new collector street, to be located south of Gilham Elementary School, in the location depicted on the Willakenzie Area Functional Classification of Streets Map;
 - connect Gilham Road to County Farm Road and Coburg Road through the construction of a new street to be located north of the extension of Ayres Road in the location depicted on the Willakenzie Area Functional Classification of Streets Map.
- * Review existing City street light standards to ensure that lighting levels and the height of lighting poles are appropriate for their intended function.

PLAN UPDATE

It is intended that this plan will be a dynamic document that will reflect the changing needs and desires of the people who live and work in the Willakenzie area. This can occur in a limited fashion through individual plan amendments, but the entire plan will also need to be periodically reviewed and updated.