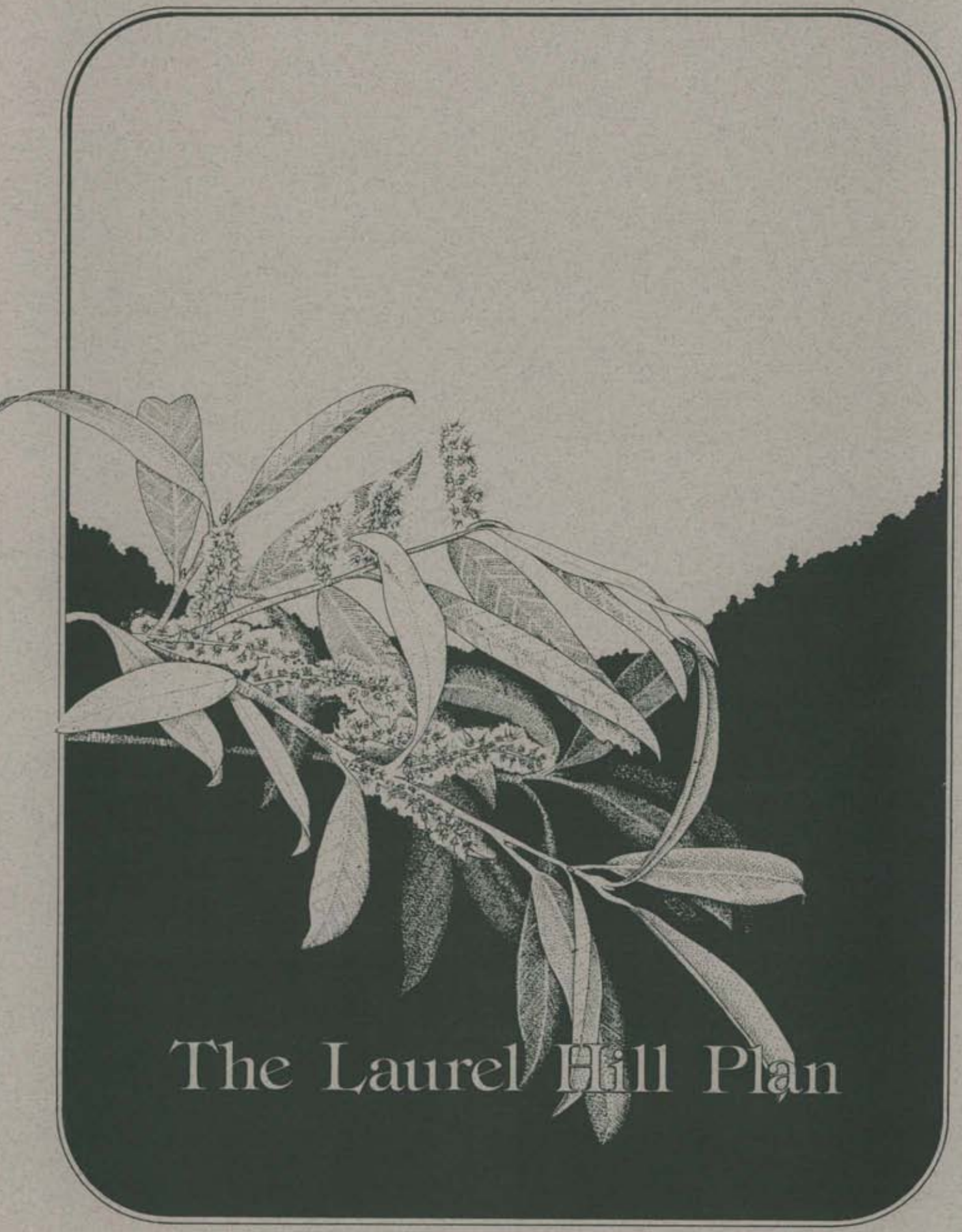

The Laurel Hill Plan

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Dedicated to Planning Team Chairperson Mary Merrill (deceased)

Remembered by her neighbors and City staff for her willingness to participate, her leadership, commitment, and voluntary service to the Laurel Hill community and the City of Eugene.

EUGENE

THE LAUREL HILL PLAN

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INTRODUCTION

In March 1981, a citizens' group composed of residents and property owners in the Laurel Hill area began work on a threefold project. The group's goals were to update the Laurel Hill Neighborhood Plan to comply with the Metropolitan Area General Plan (formerly 1990 Plan), to locate the Glenwood collector road, and to provide guidelines for development of a commercial/residential node noted in the Metropolitan General Plan adopted in March 1982.

These considerations were to occur within an overall planning area that includes land east of Floral Hill Drive, south of Interstate 5, and northwest and north of the ridgeline (urban growth boundary), continuing from the 898-foot elevation through the 947-foot knoll, the 983-foot knoll, and the 757-foot knoll to Interstate 5 (see Topographical Map).

Laurel Hill Valley and East Laurel Hill are two distinct geographic areas within the plan. The Laurel Hill Valley boundaries are defined as the watershed bounded by a ridgeline around the valley that starts at Hendricks Park at the west, to 30th Avenue to the south, and continues along knolls of 870 feet and 897 feet elevation at the southeast, and northward to a knoll of 898 elevation, continuing northwest and north along Laurel Hill Drive to the Glenwood interchange and Interstate 5. The East Laurel Hill area is that area east of Laurel Hill Drive and south of Interstate 5, extending southeasterly to the ridgeline.

For the purposes of this plan, assumptions, goals, policies, and proposals are defined as follows:

A. Assumptions--Findings or statements of fact that provide background data for the policies and proposals.

B. Neighborhood Goals--The hopes of the people of the Laurel Hill Plan Area for their neighborhood. Neighborhood goals are not adopted by the City Council and are distinguished from community goals adopted by the City Council and statewide goals which are land-use guidelines.

C. Policies--Are adopted by the City Council as guidance for decision-making related to the plan area. City programs, actions, and decisions such as zone changes, traffic pattern changes, and capital improvements, will be evaluated on the basis of their ability to implement these policies, as well as other adopted City goals and policies.

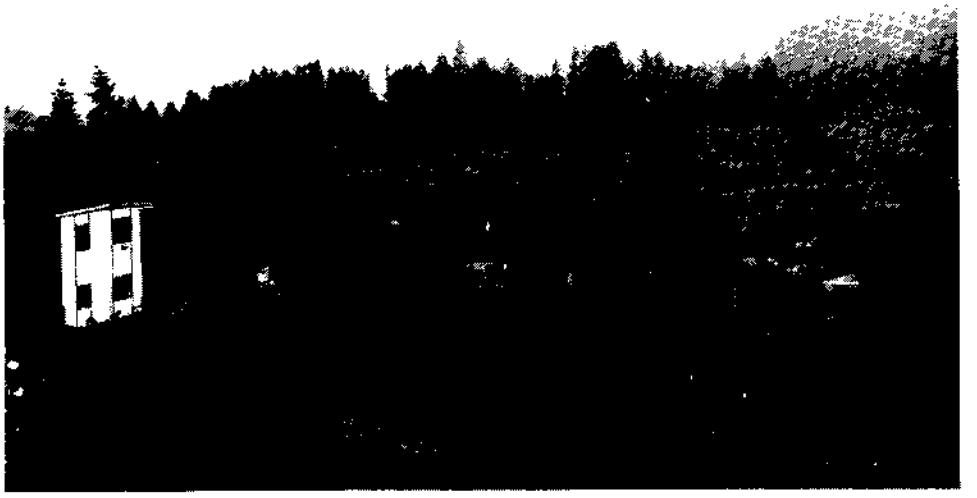
D. Proposals--Are suggestions for implementing the policies of this plan. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the plan. They are recognized as ideas which have been suggested, after some public discussion, as possible ways to implement the plan.

It is the intention of the planning team that the revised plan represents the integrity of the original 1974 neighborhood plan and is a resourceful document that will aid planning decisions in the future. The purpose of the plan update is to maintain the intent of the 1974 Laurel Hill Plan and to provide direction for the future development of the East Laurel Hill area. The plan is a product of citizens' work with City Planning Department assistance and continues to owe its form to their cooperative efforts. A series of monthly meetings was held from March 1981 to May 1982 to accomplish this work. The review and assistance of the Laurel Hill Valley Neighborhood Association, the City of Eugene Planning Commission, and the Eugene City Council is appreciated.

LAUREL HILL

VALLEY

NEIGHBORHOOD



1974 PLAN PREFACE

The Laurel Hill Valley boundaries are defined as the watershed bounded by a ridgeline around the valley that starts at Hendricks Park at the west to 30th Avenue to the south and continues along knolls of 870 feet and 897 feet elevation at the southeast, and northward to a knoll of 898 elevation, continuing northwest and north along Laurel Hill Drive to the Glenwood Interchange and Interstate Five.

The Valley is a 660 acre neighborhood located in the southeastern hills of Eugene. It is an area in transition from semi-rural to increasingly urban. Its residents are concerned that the inevitable infilling of the valley with additional structures, streets and other public services for the growing population be done in the most beneficial way, consistent with the 1990 Plan, for those who now live in the Valley and those who will live here in the years to come.

For that reason this Neighborhood Plan has been developed. The City Planning Staff and Planning Commission have been increasingly helpful in its formulation and review, and the Plan owes its current form to their continuing interest.

The Plan includes general statements of aspirations stated as specific "goals". These are based on "Assumptions" about physical and community conditions existing in the Valley that will be affected by the Valley's development.

Residents of the neighborhood feel the plan can only be a successful planning document if certain conditions considered fundamental to the Valley's long-range welfare are adopted by the City. These are expressed as "policies". The policies form the base upon which supplemental conditions find their value. These conditions are expressed as "proposals" to extend and refine the policies. They are presented for acknowledgment by the City.

The format, then, expressed Assumptions upon which Goals are set, insured by Policies adopted by the city, and Proposals which refine and extend the Policies and in time may become Policies.

I. LAND USE AND FUTURE URBAN DESIGN

A. Assumptions

Plans for the future development of the Laurel Hill Valley (for example, construction of residences, location of commercial services, and landscaping) should take into full account the existing and natural conditions in the neighborhood including the topographical features, vegetation and natural drainages.

To the greatest possible extent, and in recognition of the South Hills Study, it is desirable to preserve the trees and other natural features, to maintain the maximum amount of open space and to preserve the view to and from the hills from obstructions such as high-rise building structures, power lines, and billboards.

B. Neighborhood Goals

1. To preserve and enhance the low-density diverse residential character of the Valley with its single-family residences and multiple-family dwellings.

2. To preserve the distinctive topographical features of the area and maximize the natural advantages by planning the layout of all future subdivisions in terms of their conformity to the topography of the area.

3. To encourage a diversity of architectural design to avoid the evils of grid-type tract housing and street layout, thus discouraging uniformity.

4. To preserve the tree-lines fringing the hills and conserve the natural store of trees and vegetation throughout the Valley.

5. To encourage the development and expansion of park facilities.

6. To minimize the area of commercially zoned land.

7. To encourage resident home ownership within the Valley.

8. To attain an overall density in the Laurel Hill Valley of four units per acre. Although the low-density designation of the Metro Plan would allow up to ten units per acre, the intent of an overall density of four units per acre is to avert rapid runoff, minimize total roadway areas, preserve land contours, maintain a balance of housing types, reflect sanitary sewer capacities, and achieve a balance of homeowners and renters within the Valley. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines. (This provision is not intended to preclude construction of residences on existing lots.)

C. Policies

1. Approval of Valley development will take into consideration:

   a. Density
   b. Size
   c. Dispersal

   a. Density

   The appropriate density for residential development shall be determined based on 1) the provision of the Metropolitan Area General Plan calling for an overall density range of one to ten units per acre; and 2) provisions of the South Hills Study, including those limiting density to five units per acre for sites above 500 feet in elevation.

   b. Size

   Large apartment complexes (over thirty-two units) are objectionable because their dominance would alter entirely the character of the Valley. Approval of apartment complexes larger than 32 units will depend upon the feasibility of providing adequate urban services, streets, schools, and transportation.

   c. Dispersal

   Planned Unit Developments composed primarily of multiple dwelling units shall be separated and dispersed and not abutting.

2. Development proposals, land use applications, and code amendments shall continue to be referred to and reviewed by the neighborhood association(s) for review and comment within the existing guidelines of the Neighborhood Organization Recognition Policy.

3. Multi-family units under Planned Unit Development provisions will be approved only if adequate provisions can be made for Valley access and exit, traffic controls, sewer capacities, school and recreational facilities, and other urban services.

4. No additional sector of the Laurel Hill Valley will be zoned for commercial purposes until a public need for commercial zoning can be demonstrated. Neighborhood residents and property owners shall work together to determine the future use of the existing commercially zoned lots.

(See provisions for the commercial/residential development node in the East Laurel Hill section.)

5. New land divisions shall be planned to respect the present topography and ensure solar potential to the extent possible. Developers shall be encouraged to investigate techniques other than grid-type division of land when planning for development.

6. The Laurel Hill Plan supports the South Hills Study standards. In general, alteration of land contours shall be minimized to retain views of natural features and retain as much of the forested atmosphere as possible. Aside from purely aesthetic considerations, these hillsides demand care in development because the topsoil is thin and the water runoff is rapid. Proposed developments shall respect the above considerations. The Valley hillside policy applies to all land with an average slope, from toe to crest, of 15 percent or greater. (A 15-percent slope is one in which the land rises 15 feet per 100 horizontal feet.)

   a. If, in the opinion of the responsible City official, an adverse conservation or geological condition exists upon a parcel of land proposed for a subdivision, or before any major hillside clearing, excavation, filling or construction is contemplated, the requirements of the Uniform Building Code, Chapter 70, Excavation and Grading, and those sections of the code relative to foundation design may be invoked.

   b. Considerable latitude shall be allowed the developer in the shaping, depth, and required street frontages of lots where it is necessary to preserve the terrain.

D. Proposals

1. Street grades should be established before preliminary approval is given to land division proposals. Streets should be kept to a minimum width by eliminating curbside parking except where absolutely necessary.

2. Street design standards should be flexible enough to allow street construction that will respect the terrain. The use of single lane, one-way streets should be encouraged where appropriate. Sidewalk requirements should be adjusted to reduce total street grading widths.

3. Where curbside parking does not exist, each detached dwelling unit should provide improved parking space, including the driveway area and garage or carport, for at least four vehicles.

4. All property owners, public and private, should be encouraged to retain trees wherever possible and to cooperate in maintaining a tree cover. Preliminary approval of land division proposals should be withheld unless evidence of such cooperation is furnished.

5. Because of the small-scale nature of the Valley, its topography, and limited vehicular space, mobile home parks or mobile home clusters should be discouraged in the Valley.

II. TRANSPORTATION

This section of the plan is designed to provide a sound set of goals, policies, and proposals relating to transportation issues and to be used in conjunction with the Metropolitan Area General Plan, Eugene-Springfield Area T-2000 Transportation Plan and Community Goals and Policies in making decisions.

A. Assumptions

1. The Valley has been rightly described as a large cul-de-sac, a corner of the city sheltered by natural boundaries that give it an identifiable physical character. One of the best ways of preserving this identity is by establishing an attitude toward the automobile that is most beneficial for the Valley. Street patterns, traffic control, the relationship between the pedestrian and the automobile, and the relationship between the automobile and public transportation should be designed with the special interests of the Valley and its residents foremost in mind.

B. Neighborhood Goals

1. To allow no connector street linking major roads at either end of the Valley to run through the Valley. The objection is based on the additional noise generated from such roads, aggravating the documented high noise levels already created by Interstate 5 freeway. A convenient interchange already links 30th Avenue to the freeway near Lane Community College. Two minutes of traveling time saved would not offset the enviromental damage done along the full length of the Valley.

2. To have streets designed only as access to houses or facilities used by the neighborhood, such as schools and parks. Curved streets are desirable because they tend to discourage speeding automobiles. High-speed traffic should be slowed down on all streets in the neighborhood.

3. To install a network of paths to connect park facilities around and in the neighborhood as a medium of intimate social exchange and to provide welcome pedestrian activity free from the intimidation of the automobile. The pathways made of gravel, wood chips, and asphalt need not parallel the streets, but in fact should replace the traditional unimaginative concrete-by-the-street sidewalk. Separation between the vehicle and the pedestrian should be encouraged.

4. To require all buildings to have adequate off-street parking according to the occupancy of the building.

5. To maintain and improve mass transit as the Laurel Hill Valley's highest urban services priority. A public bus service should be re-established to provide transportation for residents without automobiles and to reduce the use of and dependence on the automobile in the neighborhood. Bus service to Hendricks Park, Floral Hill Drive, and the East Laurel Hill commercial node and future East Laurel Hill residential areas is essential.

6. To design a systematic transportation and traffic plan for the Valley as soon as practical.

C. Policies

1. No arterial or limited access road will be allowed within the boundaries of the Valley which would connect the Glenwood interchange on Interstate 5 to 30th Avenue or Spring Boulevard (see goal #1).

2. No arterial or limited access road will be allowed within the Valley except as necessary to serve Valley residents, as it would physically divide and thus destroy the neighborhood.

3. Street design will reflect the functions of the streets in accordance with their designation as "collector" or "local," and a mandatory street design standard should be avoided. Traffic patterns and street standards shall provide for such uses as public or school bus routes and emergency and service vehicles.

4. All future construction in the Valley or East Laurel Hill shall include adequate off-street parking to accomodate not only permanent residents but a reasonable number of visitors. Although on-street parking should be discouraged, in some areas pull-out facilities for parking should be developed, particularly where congestion exists.

5. Some east-west movements will be considered to avoid additional long north-south corridors west of Laurel Hill Drive.

6. Traffic patterns generated in the southern part of the Valley will be extremely important to the remainder of the Valley and, therefore, careful attention will be paid to the movement of that traffic to areas outside the Valley.

D. Proposals

1. The City should be encouraged to develop a method of payment for improvement of streets which will provide for participation by all neighborhood residents instead of only those property owners immediately adjacent to the street in question.

2. Footpaths should be provided which will accomodate the movement of pedestrians and/or bicycles as they travel either within or through the Valley. These walkways should take advantage of existing rights-of-way and a variety of other easements where feasible and act to connect park facilities, provide a trail near the ridges of the hills surrounding the valleys and interconnect all sections of the Valley itself as well as areas outside the valley.

3. Sidewalks adjacent and parallel to streets should be avoided where practicable.

4. No new road connections should be made linking the Laurel Hill Valley and East Laurel Hill and the Glenwood collector. The Glenwood collector access through East Laurel Hill and the Riverview/Augusta network in the Valley shall be considered separate systems.

5. The exit from Riverview Street to the I-5 off-ramp should be one-way as it leaves the Valley.

6. The I-5 off-ramp should be one lane from I-5 to the Riverview exit; with the second lane beginning at that point, on the left, for traffic coming out of the Valley. A divider is suggested to emphasize the separation.

7. A merging traffic warning or control light should be installed to reduce traffic speed on the off-ramp, before it reaches the Riverview Street exit from the Valley.

8. Bicycle path connections will be increasingly important and connections should be made linking Floral Hill Drive, Hendricks Park, the Glenwood collector, and others.

III. URBAN AND PUBLIC SERVICES

A. Assumptions

Urban services need not be thought of in terms of something that the resident plugs into. Imagination should be employed in the residents' attitude toward service, and the City should employ the same as regards providing services.

B. Neighborhood Goals

1. To provide convenient and necessary educational and recreational facilities.

2. To seek the establishment of ribbon parks with bicycle paths either by donation or through joint acquisition by the neighborhood and the City.

3. To make full and creative use of right-of-way lands.

4. To encourage power, telephone, and other cable companies to install all new services underground. To pursue opportunities that would enable the neighborhood to put current cable services underground.

5. To place effective, attractive, and practical screening between the Valley and Interstate 5. The sights and sounds of heavy interstate traffic must be reduced drastically.

C. Proposals

1. All new construction in newly developing areas should install underground services. Established areas should be encouraged and aided in doing so.

2. The neighborhood desires help in requesting conservation easements and aid in establishing ribbon parks and trails to ring the Valley on the east, south, and west, and as a method to preserve the natural store of trees along the slope and ridgelines.

3. Right-of-way maintenance should be provided for footpaths and natural drainage channels, and channel banks should be closed to construction. Areas under transmission lines and over gas lines might be maintained for non-motorized recreational use.

4. The neighborhood requests that the area along the river at the Valley's northern edge be left in a natural state since it serves a valuable recreation purpose. Development within the Willamette Greenway will be required to meet Willamette Greenway standards.

5. The neighborhood association has actively pursued a noise control study with the Department of Environmental Quality and Environmental Section of the State Highway Department. The objective is to achieve a noise and visual barrier between Interstate 5 and the Valley. The study has involved noise measurements, resident questionnaires, reports

incorporating weather, wind, meteorological, and social-psychological information contributed by Federal and University personnel. The study, and its implementation, is an involved undertaking; and the neighborhood association desires the City's guidance and assistance in coordinating its effort with other agencies.

IV. SOCIAL VALUES

A. Assumptions

Not enough emphasis can be placed upon social values. Although all other goals can be related in some ways to social values, some goals stand out as being significant as pertains to the Laurel Hill Neighborhood. The expressions of social values find themselves in words like identity, preservation, and livability. The neighborhood does have identity, physical as well as a community, and it wishes to preserve that identity. Quite obviously, any attempt at creating a more livable atmosphere, when successful, tends to enhance and foster a higher order of society.

B. Neighborhood Goals

1. To preserve a diversity of population.

2. To preserve the freedom to live outside one's house and to resist those environmental pressures that drive people into their houses as refuges.

3. To preserve and maintain the established and distinctive character of the neighborhood. While the area is now properly defined as semi-rural, future development wll effect some change in this aspect; nevertheless, it is a goal to preserve in every way possible the semi-rural atmosphere. This can be accomplished best by maintaining as many open spaces as possible.

4. To encourage continuance of Laurel Hill Elementary School when enrollments justify reopening the facility. Where feasible, the school district should continue to make a portion or portions of the school site (especially the playground facilities) available for community activities and neighborhood use so as to fill the void caused by the closure of the school.

V. RELATIONSHIP TO THE CITY

A. Assumptions

The Neighborhood recognizes that it is a part both of the City of Eugene and Lane County. It identifies with the City of Eugene and Lane County in the same way that the City of Eugene and Lane County identify with the State of Oregon and the State of Oregon with the nation. While it is true that the Valley is a part of the city and county, it is also true that the Valley is in so many ways distinct both in topography and community, such as is not to be found anywhere else. Laurel Hill Valley wishes to preserve its uniqueness in the same way that any individual, any city, county, state, or nation wishes to preserve its uniqueness without forgetting its place in the larger community.

B. Neighborhood Goals

1. To receive from the City of Eugene and Lane County recognition of the uniqueness of the Laurel Hill Valley as fact, as a community or neighborhood, and as a planning entity.

2. To support the City and County goals where the Valley does not find itself in obvious conflict with those goals.

3. To plan with the City of Eugene and Lane County toward the preservation of values determined and support the goals established by this mutual effort.

4. To receive from the City of Eugene and Lane County recognition and encouragement of the Laurel Hill Citizens' Association as a specific organization representing the Neighborhood.

5. To maintain a Citizens' Association to represent the Neighborhood and to hold periodic public meetings in accordance with the City's Neighborhood Organization Policy in order to re-evaluate the plan and serve as an intermediary between the institutions of City and county government and the people of the Valley.

C. Policies

1. The City recognizes the distinctness of the Valley and, by its own participation, the need for this continued approach to shared community planning and growth.

2. The City will communicate to the recognized neighborbood group its general information pertaining to programs and projects that may have a physical impact on the Valley, in order that the association can participate in the public discussion.

EAST LAUREL HILL

AREA

I. LAND USE AND FUTURE URBAN DESIGN

Introduction

The East Laurel Hill Area, as noted earlier, is that area east of Laurel Hill Drive and south of Interstate 5 extending southeasterly to the ridgeline. It is also an area in transition from rural to urban, and is a geographically defined area. Many of the plan provisions that apply to the Laurel Hill Valley also apply to East Laurel Hill. It is, however, a distinct area in its location (proximity and convenience to Interstate 5), and in its topography, having unique needs of its own. Also, the transportation needs of East Laurel Hill are unique and different from the Laurel Hill Valley. East Laurel Hill is influenced primarily by the I-5 cloverleaf and the proposed Glenwood collector, which bisects a narrow corridor with hills on both sides.

Plans for development should take into full account the existing and natural conditions, including the topographical features, vegetation, and natural drainage.

To the greatest possible extent and in recognition of the South Hills Study, it is desirable to preserve the trees and other natural features, to maintain the maximum amount of open space, and to preserve the view to and from the hills.

Policies

1. The density within East Laurel Hill with the exception of the commercial/residential node shall be consistent with the low-density designation of the Metro Plan. The development node's medium-density residential/professional designation is an exception and may allow up to 20 units per acre, subject to consideration of the South Hills Study or future amendments to that plan. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines. Controlled-income-and-rent housing subsidized under Federal, State, or City programs would be allowed in accordance with City policy.

2. The East Laurel Hill development node shall be established as a refinement to the Metropolitan General Plan which indicates a floating commercial/residential node in the vicinity of Interstate 5 and Laurel Hill Drive. As stated in the Metropolitan General Plan, "The exact location of floating nodes shall be determined by local decisions or a refinement planning process." As envisioned by the Metropolitan General Plan, floating nodes are "intended to accommodate a portion of the forecasted demand for commercial land;" facilitate energy and transportation policies; accommodate medium-density residential development, whenever possible; and include commercial designations ranging from neighborhood to community commercial scaled to the area served.

3. The East Laurel Hill development node shall be designed to take into consideration the existing community commercial development and tourist needs along the frontage road south of Interstate 5; the Glenwood collector; the geography and topography of the land, including power line easements; and the future neighborhood commercial needs of Laurel Hill residents.

The following elements suggested by the Metropolitan Plan are included:

a. Geographical area to be served: The entire area of the Laurel Hill Plan is intended to be served by this commercial/residential node. The node will provide both neighborhood and community commercial needs for residents of the Valley and future residents of East Laurel Hill. An important aspect and focus of this node was the realization that Interstate 5 and the future Glenwood collector would provide excellent access to the node for tourists as well as residents of other nearby residential areas.

b. Existing commercial area/uses: The existing commercial parcels, including service stations, restaurant, and motel in East Laurel Hill, are not oriented toward the needs of nearby residents. There are presently no existing commercial uses within the Laurel Hill Valley. The closest service/commercial area is along Franklin Boulevard west of the Valley. However, several small parcels of vacant C-1 zoning exist along Augusta and Riverview streets.

c. Provision for medium-density residential: A medium-density/professional designation is included within the node. The emphasis within this area is medium-density residential. The area is approximately five acres at the southern tip of the node, east of Laurel Hill Drive (see East Laurel Hill Development Node map). It is designated to act as a buffer between the community commercial designation and the future low-density residential development area further south. Development in this area should be consistent with this plan, the Metropolitan General Plan, and the South Hills Study. It is uniquely situated so that medium-density residential designation with site-review procedures would not have an adverse visual impact or conflict with other development standards or limitations. It is acknowledged that the South Hills Study may have to be amended prior to medium-density development if determined to be in conflict with this plan. The Metro Plan states that "whenever possible" medium-density residential development should occur adjacent to or surrounding commercial development. Medium-density development is desirable in East Laurel Hill as part of the commercial/residential node to provide convenient housing for residents needing to live close to shopping or employment and to serve the businesses within the commercial/residential node.

The identification and location of the East Laurel Hill Development Node is in conformance with the following Metropolitan General Plan goals and policies:

(Goal) Use urban, urbanizable, and rural lands efficiently and in the public interest (II-A-1);

(Goal) Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment (II-A-1);

(Goal) Create and preserve desirable and distinctive qualities in local and neighborhood areas (II-A-11);

(Policy) Increase the amount of undeveloped land zoned for light industrial and commercial uses correlating the effective supply in terms of suitability and availability with the projections of demand (III-B-5);

(Policy) Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or re-use in a comprehensive rather than piecemeal fashion (III-B-5);

(Policy) Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents (III-E-3).

The location of the development node along the Glenwood collector (identified by the T-2000 Transportation Plan) and south of the Interstate 5 off-ramp will provide excellent access for the commercial/residential node. There will be direct frontage along the collector as well and ample opportunity for additional access via private or public access spurs.

4. Overall, the development node will include approximately 28.8 acres. Approximately 2.1 acres are existing C-2 Community Commercial zoning and commercial development including a restaurant, motel, and service station. Five acres are earmarked for medium-density/professional; approximately 2 acres are set aside along the east edge of Laurel Hill Drive as a low-density residential buffer. The remaining 19 acres are designated commercial (see exact configuration on East Laurel Hill Development Node Map).

5. No additional sector of East Laurel Hill shall be designated for commercial purposes until a public need can be demonstrated.

6. Development and expansion of park facilities and bicycle paths is encouraged. The South Hills ridgeline park plans shall be continued.

II. TRANSPORTATION

Introduction

The commercial/residential development node area in East Laurel Hill will have the Glenwood collector as its primary access. The extension of the proposed Glenwood collector shall be in an alignment and located to extend southward from the terminus of the Glenwood Boulevard approach in a southeasterly direction. It will be aligned as nearly as possible along the eastern boundary of Tax Lot 400 so as not to negatively affect the Lowe property (Tax Lot 400) and continue southward along the boundary of the Merrill property and Tax Lot 1100. It will take into consideration the safest and most efficient intersection with Laurel Hill Drive, and be designed sensitive to topography, vegetation, and safe access.

Policy

The Glenwood collector shall be designed to avoid breaking up large and existing properties, improve the intersection alignment of the Laurel Hill-Glenwood overpass, and maintain safe sight distance. It shall serve as the primary access to future residential development south of the floating node, but terminate and diffuse into other roads serving the area. No connection to 30th Avenue shall be made.

1980 CENSUS DATA

Laurel Hill Refinement Plan Area

Total population . . . . . 944 persons

Total occupied units . . . . . 367 units

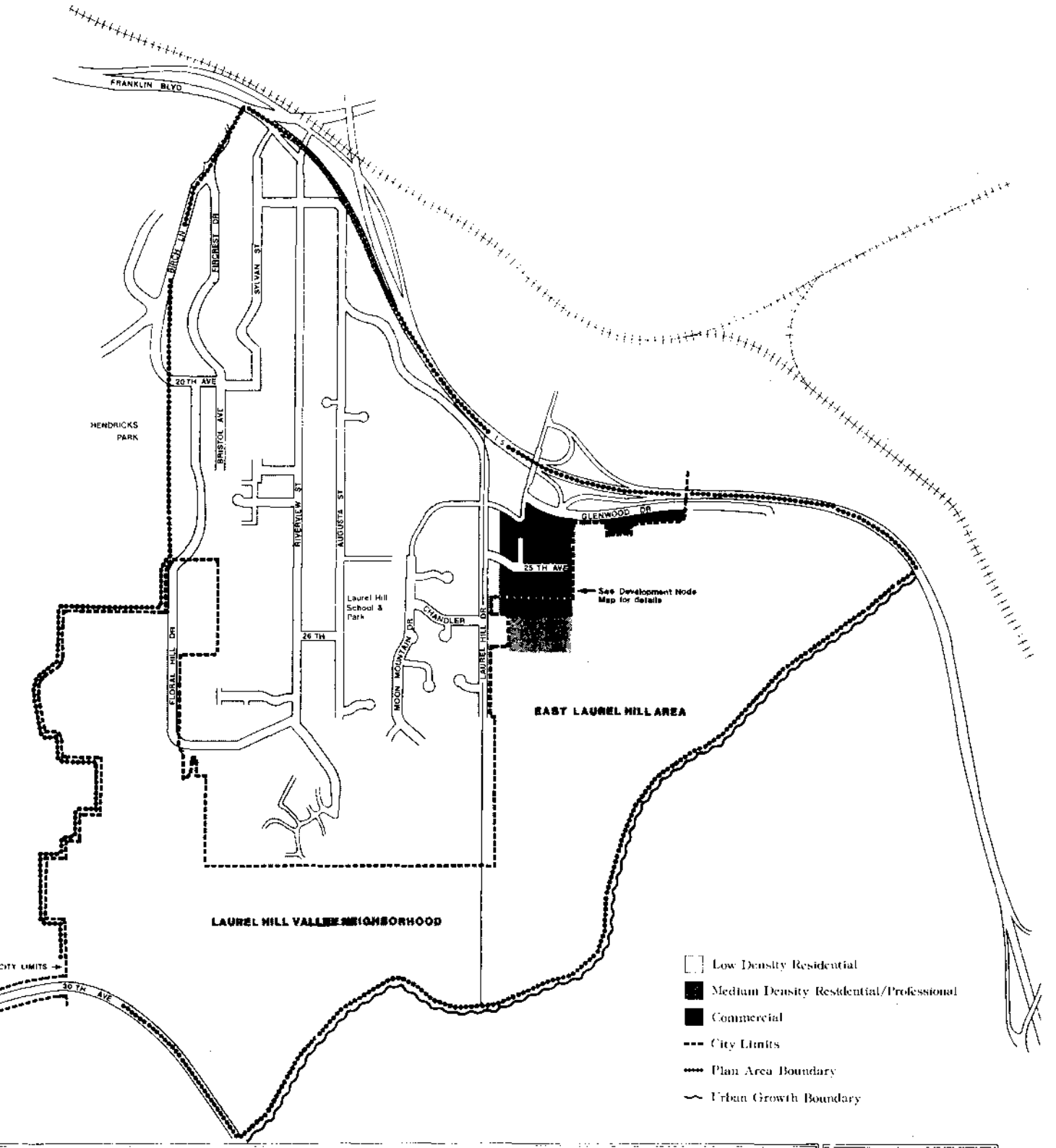
Persons per household . . . . . 2.5 persons

Age Summary

Under 5 years	47
5-9 years	43
10-17 years	105
18-24 years	193
25-34 years	247
35-54 years	197
55-59 years	36
60-64 years	26
65+ years	47

Minority Population

Black	4
American Indian	5
Asian	25
Spanish	24



land use

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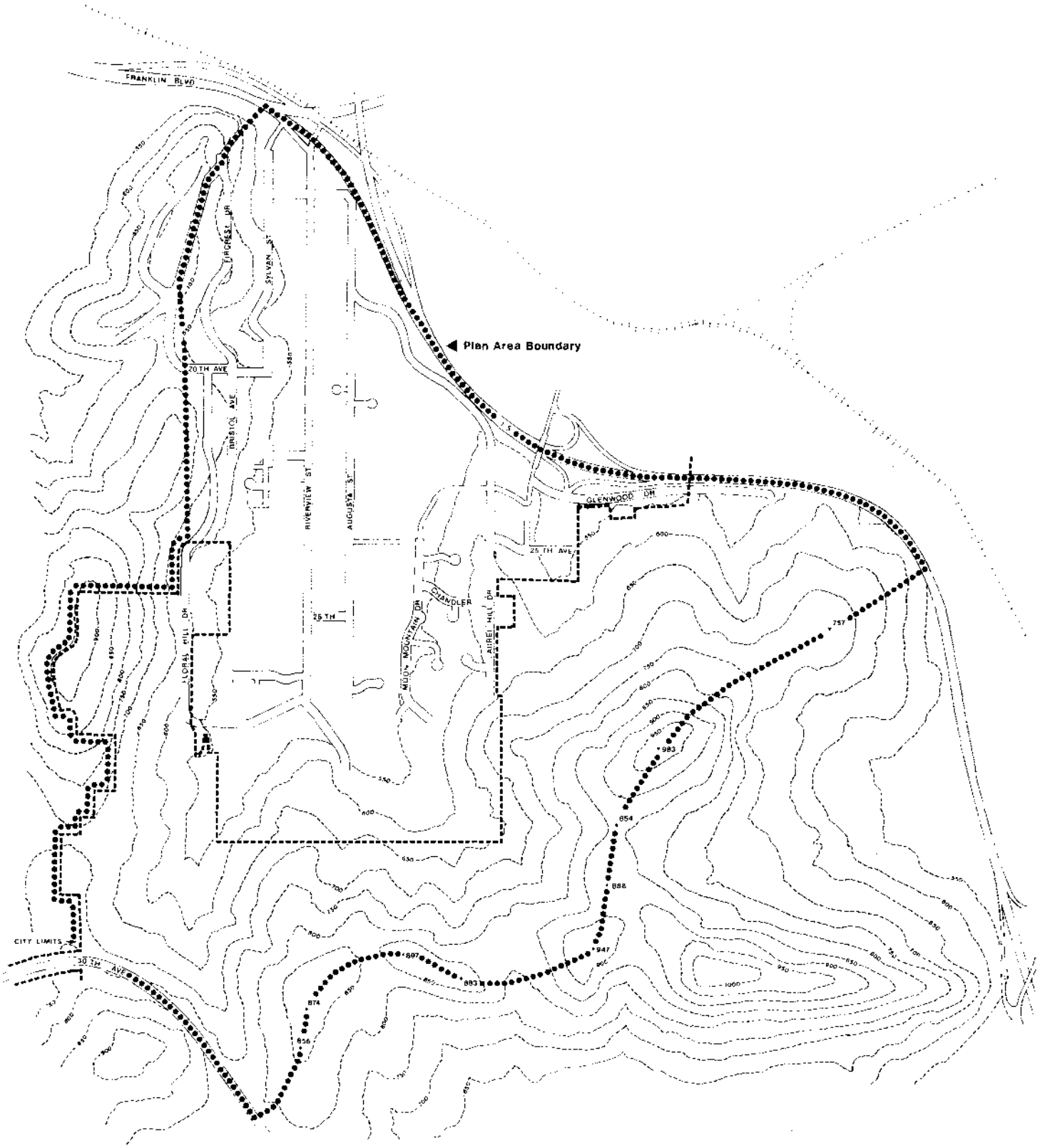
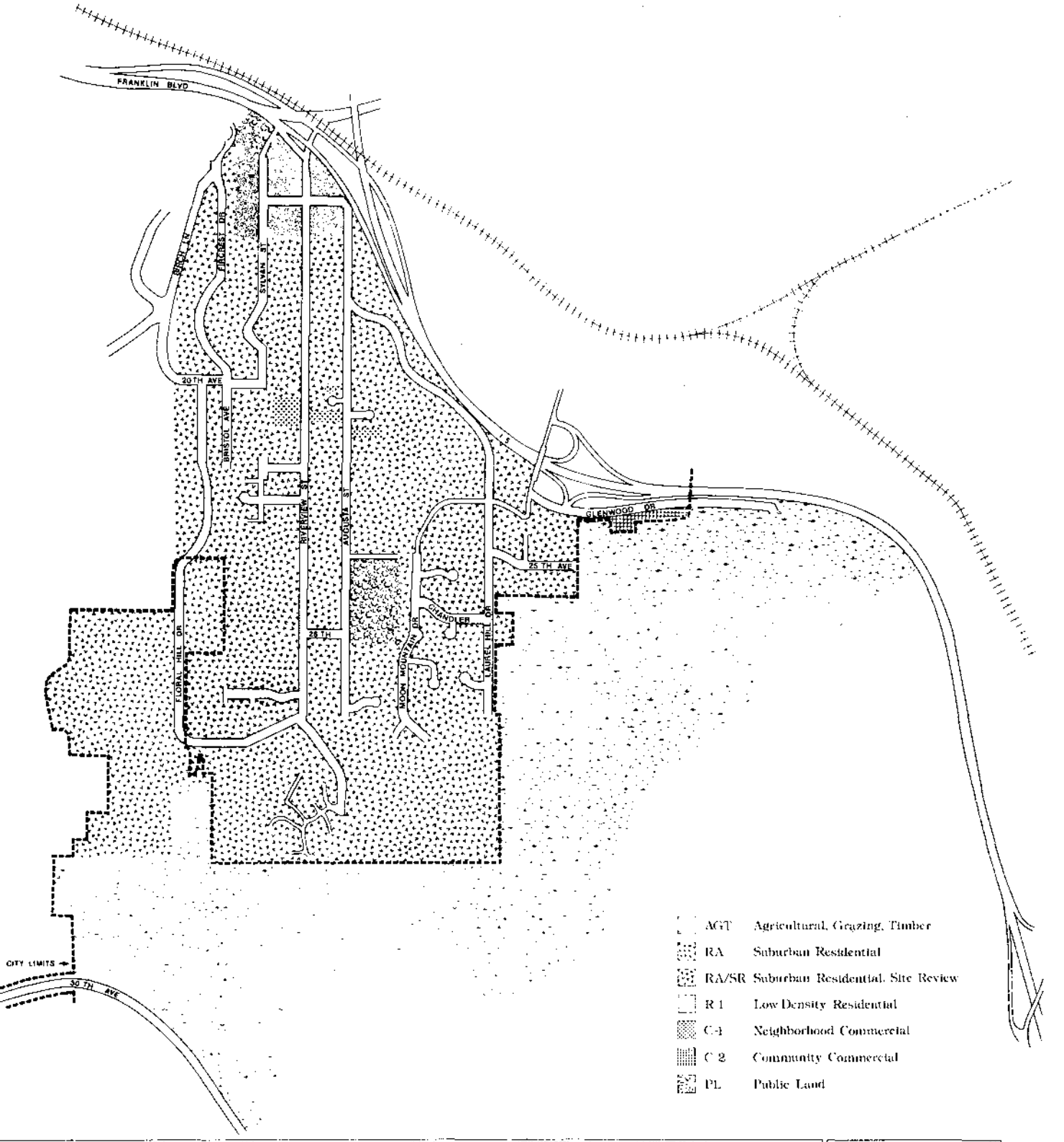
Laurel Hill Refinement Plan



topography

Laurel Hill Refinement Plan



existing zoning

N

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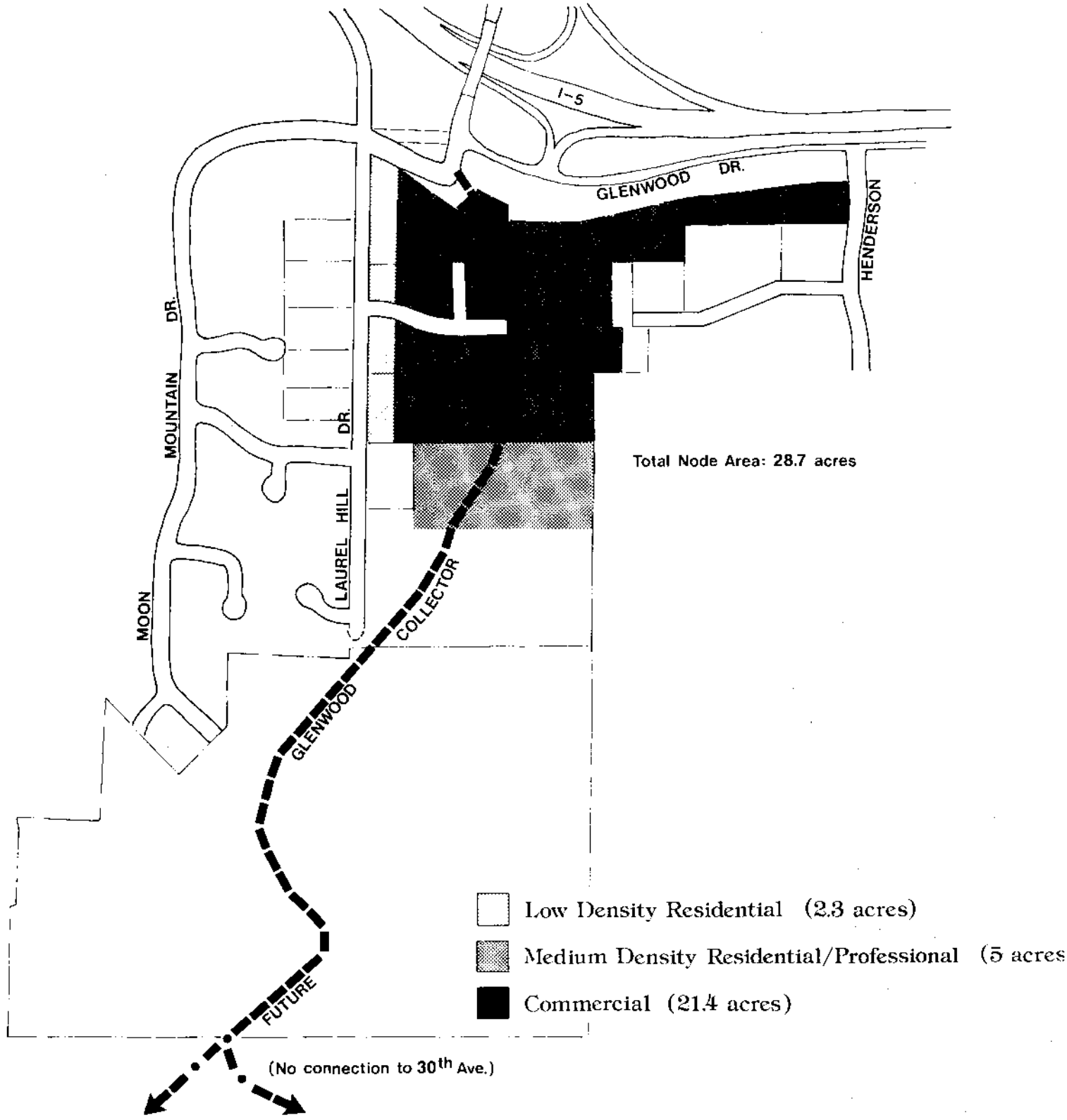
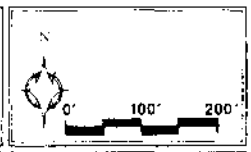
Laurel Hill Refinement Plan



East Laurel Hill Development Node



Laurel Hill Refinement Plan

RESOLUTION NO. 3700

A RESOLUTION ADOPTING THE LAUREL HILL PLAN UPDATE.

The City Council of the City of Eugene finds that:

The Laurel Hill Neighborhood Plan was adopted in 1974 and was the City of Eugene's first neighborhood refinement plan. Since that time, major policy documents affecting the plan area such as the South Hills Study and Metropolitan Area General Plan have been adopted, and in January of 1981 the City's Planning Commission initiated the Laurel Hill Plan Update to respond to the need for the neighborhood plan to reflect and be consistent with these broader policy documents.

In February of 1981 a letter was sent by the Eugene Planning Department to all residents, property owners, and businesses in the Laurel Hill area inviting them to participate in the Laurel Hill Plan update process, and in March of 1981 a planning team composed of 13 residents and property owners within the plan area was formed to begin review of the update.

The plan area includes all land south of Franklin Boulevard and Interstate 5 bounded by Hendricks Park and the City limits on the west, 30th Avenue, and a ridge line (urban growth boundary) on the south and southeast. This area represents an expansion of the original plan area which encompassed the developed area within the Laurel Hill valley. The new plan boundaries include undeveloped land and areas east of Laurel Hill Drive, and two major tasks of the Laurel Hill Plan Update involved this area: (1) location and refinement of a commercial/residential development node; and (2) general location and design considerations for the Glenwood collector, a major new access road to serve the largely undeveloped portions of the plan area.

In June of 1981 the City's Citizen Involvement Committee reviewed and approved the update process. The planning team has met with City staff on at least a monthly basis throughout the update process in developing the plan draft.

After the first draft of the plan update was reviewed and agreed upon by the planning team, the draft was mailed and distributed to all residents and property owners of the plan area on May 3, 1982. On May 20, 1982, the Laurel Hill Citizens Association considered and adopted the draft.

The Eugene Planning Commission held two work sessions on the plan prior to a public hearing on June 1, 1982. The Commission took action on the plan draft on June 14, 1982 and recommended its approval of the plan update draft with revisions to the City Council for adoption.

The City Council held a public hearing on the Laurel Hill Plan Update on July 26, 1982 and considered the recommendations of the Planning Commission, the Laurel Hill Citizens' Association, and members of the public.

The Planning Commission and City Council have reviewed the Laurel Hill Plan update. Based on the findings therein and the public testimony before the Commission and the Council, the City Council finds that the Laurel Hill Plan Update is consistent with the Eugene-Springfield Metropolitan Area General Plan, the 1974 Community Goals and Policies, and the Statewide Planning Goals.

Now, therefore, based on the above findings,

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

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

Section 2. The Land Use Diagram included in the Laurel Hill Plan Update is hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan diagram.

Section 3. The Proposals set forth in the Laurel Hill Plan Update are hereby recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy.

Section 4. The Neighborhood Goals set forth in the Laurel Hill Valley Neighborhood section of the Laurel Hill Plan Update are recognized as statements which describe the hopes of the Laurel Hill Valley people for the future of their neighborhood, but are not adopted as City policy.

Section 5. The revisions and errata of July 26, 1982, as set forth in Attachment A, attached hereto and incorporated by reference, are adopted as revisions to be incorporated in the Laurel Hill Plan Update.

Section 6. The City Council hereby adopts as additional findings, the supporting text, data, and maps contained in the Laurel Hill Plan Update.

Section 7. As adopted herein, the Laurel Hill Plan Update replaces and supercedes the prior Laurel Hill Plan.

The foregoing Resolution adopted the 26th day of July, 1982.

City Recorder

RESOLUTION NO. 3700

A RESOLUTION ADOPTING THE LAUREL HILL PLAN UPDATE.

The City Council of the City of Eugene finds that:

The Laurel Hill Neighborhood Plan was adopted in 1974 and was the City of Eugene's first neighborhood refinement plan. Since that time, major policy documents affecting the plan area such as the South Hills Study and Metropolitan Area General Plan have been adopted, and in January of 1981 the City's Planning Commission initiated the Laurel Hill Plan Update to respond to the need for the neighborhood plan to reflect and be consistent with these broader policy documents.

In February of 1981 a letter was sent by the Eugene Planning Department to all residents, property owners, and businesses in the Laurel Hill area inviting them to participate in the Laurel Hill Plan update process, and in March of 1981 a planning team composed of 13 residents and property owners within the plan area was formed to begin review of the update.

The plan area includes all land south of Franklin Boulevard and Interstate 5 bounded by Hendricks Park and the City limits on the west, 30th Avenue, and a ridge line (urban growth boundary) on the south and southeast. This area represents an expansion of the original plan area which encompassed the developed area within the Laurel Hill valley. The new plan boundaries include undeveloped land and areas east of Laurel Hill Drive, and two major tasks of the Laurel Hill Plan Update involved this area: (1) location and refinement of a commercial/residential development node; and (2) general location and design considerations for the Glenwood collector, a major new access road to serve the largely undeveloped portions of the plan area.

In June of 1981 the City's Citizen Involvement Committee reviewed and approved the update process. The planning team has met with City staff on at least a monthly basis throughout the update process in developing the plan draft.

After the first draft of the plan update was reviewed and agreed upon by the planning team, the draft was mailed and distributed to all residents and property owners of the plan area on May 3, 1982. On May 20, 1982, the Laurel Hill Citizens Association considered and adopted the draft.

The Eugene Planning Commission held two work sessions on the plan prior to a public hearing on June 1, 1982. The Commission took action on the plan draft on June 14, 1982 and recommended its approval of the plan update draft with revisions to the City Council for adoption.

The City Council held a public hearing on the Laurel Hill Plan Update on July 26, 1982 and considered the recommendations of the Planning Commission, the Laurel Hill Citizens' Association, and members of the public.

The Planning Commission and City Council have reviewed the Laurel Hill Plan update. Based on the findings therein and the public testimony before the Commission and the Council, the City Council finds that the Laurel Hill Plan Update is consistent with the Eugene-Springfield Metropolitan Area General Plan, the 1974 Community Goals and Policies, and the Statewide Planning Goals.

Now, therefore, based on the above findings,

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

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

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Section 3. The Proposals set forth in the Laurel Hill Plan Update are hereby recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy.

Section 4. The Neighborhood Goals set forth in the Laurel Hill Valley Neighborhood section of the Laurel Hill Plan Update are recognized as statements which describe the hopes of the Laurel Hill Valley people for the future of their neighborhood, but are not adopted as City policy.

Section 5. The revisions and errata of July 26, 1982, as set forth in Attachment A, attached hereto and incorporated by reference, are adopted as revisions to be incorporated in the Laurel Hill Plan Update.

Section 6. The City Council hereby adopts as additional findings, the supporting text, data, and maps contained in the Laurel Hill Plan Update.

Section 7. As adopted herein, the Laurel Hill Plan Update replaces and supercedes the prior Laurel Hill Plan.

The foregoing Resolution adopted the 26th day of July, 1982.

City Recorder

3700

ATTACHMENT A

LAUREL HILL PLAN UPDATE

REVISIONS TO MAY 3, 1982, PLAN DRAFT

JULY 26, 1982

Deletions are shown in [brackets]. Additions are underlined. Page and paragraph references are to the May 3, 1982, draft. All other portions of the draft remain the same.

I. TABLE OF CONTENTS:

- Introduction [and Preface].
- 1974 Plan Preface

  I. LAND USE AND FUTURE URBAN DESIGN:

- Land Use [Map] Diagram

II. INTRODUCTION:

- In March 1981, a citizens group composed of residents and property owners in the Laurel Hill area began work on a three-fold project. The group's goals were to update the Laurel Hill neighborhood plan to comply with the Metropolitan Area General Plan (formerly 1990 Plan), to locate the Glenwood collector road, and to provide guidelines on development of a commercial/residential node noted in the Metropolitan General Plan adopted in March 1982.

  These considerations were to occur within an overall planning area that includes land east of [Laurel] Floral Hill Drive, south of Interstate 5, and north of the ridgeline (urban growth boundary), continuing from the 898-foot elevation through the 947-foot knoll, the 983-foot knoll, and the 757-foot knoll to Interstate 5 (see [Contour Map] Topographical Map).

  [The] Laurel Hill Valley and East Laurel Hill are two distinct geographic areas within the plan. The Laurel Hill Valley boundaries are defined [in the "Preface" below] as the watershed bounded by a ridgeline around the valley that starts at Hendricks Park at the west to 30th Avenue to the south and continues along knolls of 870 feet and 897 feet elevation at the southeast, and northward to a knoll of 898 elevation, continuing northwest and north along Laurel Hill Drive to the Glenwood interchange and Interstate 5. The East Laurel Hill area is that area east of Laurel Hill Drive and south of Interstate 5, extending [southwesterly] south-easterly to the ridgeline.

For the purposes of this plan, assumptions, goals, policies, and proposals are defined as follows:

A. Assumptions--Findings or statements of fact that provide background data for the policies and proposals.

B. Neighborhood Goals--The hopes of the people of the Laurel Hill Plan Area for their neighborhood. Neighborhood goals are not adopted by the City Council and are distinguished from community goals adopted by the City Council and statewide goals which are land-use guidelines.

C. Policies--Are adopted by the City Council as guidance for decision-making related to the plan area. City programs, actions, and decisions such as zone changes, traffic pattern changes, and capital improvements, will be evaluated on the basis of their ability to implement these policies, as well as other adopted City goals and policies.

D. Proposals--Are suggestions for implementing the policies of this plan. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the plan. They are recognized as ideas which have been suggested, after some public discussion, as possible ways to implement the plan.

It is the intention of the planning team that the revised plan represents the [intent, purpose, and] integrity of the original 1974 neighborhood plan and is a resourceful document that will aid planning decisions in the future.] The purpose of the plan update is to maintain the intent of the 1974 Laurel Hill Plan and to provide direction for the future development of the East Laurel Hill area. The plan is a product of citizens work with City Planning Department assistance and continues to owe its form to their cooperative efforts. A series of monthly meetings was held from March 1981 to May 1982 to accomplish this work. The review and assistance of the Laurel Hill Valley Neighborhood Association, the City of Eugene Planning Commission, and the Eugene City Council is appreciated.

III. 1974 PLAN PREFACE:

- Relocate the Preface to the page immediately preceding page 1, which is after the Laurel Hill Valley Neighborhood divider page.

IV. PAGE 1:

- B. Neighborhood Goals

8. To attain an overall density in the Laurel Hill Valley of four units per acre. Although the low-density designation of the Metro Plan would allow up to ten units per acre, the intent of an overall density of four units per acre is to avert rapid runoff, minimize total roadway areas, preserve land contours, maintain a balance of housing types, reflect sanitary sewer capacities, and achieve a balance of homeowners and renters within the valley. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines. (This provision is not intended to preclude construction of residences on existing lots.)

V. PAGE 2:

[It is urged that the overall density of the Laurel Hill Valley should not exceed four dwelling units per acre. The low-density designation of the Metro Plan would allow up to ten units per acre under planned unit development conditions. The four-unit-per-acre goal is significant, and should be attained. The intent is to maintain a balance of housing type, reflect sanitary sewer capacity, and achieve a balance of homeowners and renters within the valley. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines.] The appropriate density for residential development shall be determined based on 1) the provision of the Metropolitan Area General Plan calling for an overall density range of one to ten units per acre, and 2) provisions of the South Hills Study, including those limiting density to five units per acre for sites above 500 feet in elevation.

c. Dispersal

Planned unit developments composed primarily of multiple dwelling units [should] shall be separated and dispersed and not abutting.

2. [All d] Development proposals, land-use applications, and code amendments shall continue to be referred to and reviewed by the neighborhood association(s) for review and comment within the existing guidelines of the Neighborhood Organization Recognition Policy.

4. No additional sector of the Laurel Hill Valley [should] will be zoned for commercial purposes until a public need for commercial zoning can be demonstrated. [The status of those lots currently zoned for neighborhood commercial purposes in the valley should be studied in order to determine the compatibility with the plan.] Neighborhood residents and property owners shall work together to determine the future use of the existing commercially zoned lots.

(See provision for the commercial/residential development node in East Laurel Hill section.)

VI. PAGE 3:

- New land divisions [should] shall be planned to respect the present topography and ensure solar potential to the extent possible. Developers [should] shall be encouraged . . .

- 6. The Laurel Hill plan supports South Hills Study standards. In general, alteration of land contours [should] shall be minimized to retain views of natural features and retain as much of the forested atmosphere as possible. Aside from purely aesthetic considerations, these hillsides demand care in development because the top soil is thin and the water runoff is rapid. Proposed developments [should] shall respect the above considerations.

- [B. An average density of less than five dwelling units per acre will be enforced to avert rapid runoff, minimize total roadway area, and preserve land contours.]

- [C.] B. Considerable latitude [should] shall be allowed the developer in the shaping, depth, and required street frontages of lots where it is necessary to preserve the terrain.

VII. PAGE 4:

- 5. Because of the small-scale nature of the valley, its topography, and limited vehicular space, [we feel no trailer parks or mobile home clusters should be constructed] mobile home parks or mobile home clusters should be discouraged in the valley.

VIII. PAGE 5:

- B. Neighborhood Goals

IX. PAGE 6:

- [6. To design a systematic transportation and traffic plan for the valley as soon as practical.]

- 3. Street design [should] will . . . Traffic patterns and street standards [should] shall

- 4. All future construction in the valley or East Laurel Hill [should] shall include adequate off-street parking to accommodate not only permanent residents, but a reasonable number of visitors. Although on-street parking [should] shall be discouraged, in some areas pull-out facilities for parking [should be] will also need to be developed, particularly where congestion exists.

· 5. Some east-west movements [should] will be considered to avoid additional long north-south corridors west of Laurel Hill Drive.

· 6. Traffic patterns generated in the southern part of the valley will be extremely important to the remainder of the valley and, therefore, careful attention [should] will be paid to the movement of that traffic to areas outside the valley.

X. PAGE 7:

· D. [Neighborhood] Proposals

5. The exit from Riverview Street to the I-5 off-ramp should be one-way as it leaves the valley.

6. The I-5 off-ramp should be one lane from I-5 to the Riverview exit; with the second lane beginning at that point, on the left, for traffic coming out of the valley. A divider is suggested to emphasize the separation.

7. A merging traffic warning or control light should be installed to reduce traffic speed on the off-ramp, before it reaches the Riverview Street exit from the valley.

8. Bicycle path connections will be increasingly important and the connections should be made linking Floral Hill Drive, Hendricks Park, the Glenwood collector, and others. (Moved from Urban and Public Services element, Proposal 6, page 9.)

XI. PAGE 8:

· B. Neighborhood Goals

· 1. All new construction [and new land divisions] in newly developing areas should install underground services. Established areas should be encouraged and aided in doing so.

XII. PAGE 9:

· [6. Bicycle path connections will be increasingly important, and connections linking Floral Hill Drive, Hendricks Park, the Glenwood collector, and others.] (Moved to Transprotation element as proposal 8.)

· 4. The neighborhood requests that the area along the river at the valley's northern edge be left in a natural state. It serves a valuable recreation purpose. [Development should meet Willamette Greenway standards.] Development within the Willamette Greenway will be required to meet Willamette Greenway standards.

XIII. PAGE 10:

· B. Neighborhood Goals

· 4. [To continue the Laurel Hill Elementary School as a community center with more access to the school and its surroundings for community activities and to encourage community activities. Expand the use of Laurel Hill School to residents of the neighborhood and fill the void caused by school closures.] To encourage continuance of Laurel Hill Elementary School when enrollments justify reopening the facility. Where feasible, the school district should continue to make a portion or portions of the school site (especially the playground facilities) available for community activities and neighborhood use so as to fill the void caused by the closure of the school.

XIV. PAGE 11:

· B. Neighborhood Goals

XV. PAGE 12: None

XVI. PAGE 13:

· Introduction

The East Laurel Hill area, as noted earlier, is that area east of Laurel Hill Drive and south of Interstate 5 extending southwesterly to the ridgeline. It is also an area . . .

· 2. The East Laurel Hill development node shall be established as a refinement to the Metropolitan General Plan which indicates a floating commercial/residential node . . .

· 3. The East Laurel Hill development node shall be designed to take into consideration the existing community commercial development and tourist needs along the frontage road south of Interstate 5, the Glenwood collector, the geography and topography of the land, including powerline easements, and the future neighborhood commercial needs of Laurel Hill residents. [The following elements suggested by the Metropolitan Plan are included:]

The following elements suggested by the Metropolitan Plan are included:

· 8. Geographical area to be served: the entire area of the Laurel Hill Plan is intended to be served by this commercial/residential node.

XVII. PAGE 14:

· C. Provision for medium-density residential: A medium-density/professional designation is included within the node . . . (This area should be exempt from low-density residential limitations imposed by this plan, the Metropolitan General Plan, or the South Hills Study). Development in this area should be consistent with this plan, the Metropolitan General Plan, and the South Hills Study . . . The Metro Plan states that "whenever possible" medium-density residential development should occur adjacent to or surrounding commercial development. Medium-density development is desirable in East Laurel Hill [in conjunction with] as a part of the commercial/residential [floating] node to provide convenient housing for residents needing to [reside] live close to shopping and serve the businesses within the commercial/residential node.

XVIII. PAGE 15:

· The location of the development node along the Glenwood collector (identified by the T-2000 Plan) and south of the Interstate 5 off-ramp will provide excellent access for the commercial/residential node.

4. [3] Overall the development mode . . . Five acres . . . east edge of Laurel [wood] Hill Drive is a low density residential buffer.

· 5. [4.] Development and expansion of park facilities and bicycle [parks] paths is encouraged.

XIX. PAGE 16:

· The commercial/residential development node area in East Laurel Hill [shall] will have the Glenwood collector as its primary access. The extension of the proposed Glenwood collector shall be in an alignment and located to extend southward from the terminus of the Glenwood Boulevard approach in a southeasterly direction. It [shall] will be aligned as nearly as possible along the eastern boundary of Tax Lot 400 so as not to negatively affect the Lowe property (Tax Lot 400) and continue southward along the boundary of the Merrill property (Tax Lot 1100). It [shall] will take into consideration the safest and most efficient intersection with Laurel Hill Drive, and be designed sensitive to topography, vegetation, and safe access.

XX. (ADDITION OF MAP INDICATING THE EAST LAUREL HILL BOUNDARIES)

WRS:pm/PL65a16

RESOLUTION NO._____

WHEREAS, the Laurel Hill Citizens Association has labored diligently to represent the wishes of the Laurel Hill neighborhood; and,

WHEREAS, the Laurel Hill Citizens Association has been patient and painstaking in its efforts to satisfy necessary considerations and requirements on the part of the city; and,

WHEREAS, the Laurel Hill Neighborhood Plan sets forth the aspirations of the Laurel Hill Neighborhood; and,

WHEREAS, the Policies set forth in each section of the Plan define the extent to which the City is able and prepared to fulfill those aspirations,

NOW, THEREFORE,

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

Section 1. The Common Council does hereby acknowledge the Laurel Hill Neighborhood Plan, attached hereto as Exhibit "A", and by this reference incorporated herein, and does adopt the Policies stated therein, as shown on Exhibit "B", attached hereto and by this reference incorporated herein, as the guidelines for land use and related development in the Laurel Hill Valley.

The foregoing Resolution adopted the 22nd day of April, 1974.

_____
City Recorder

LAUREL HILL VALLEY NEIGHBORHOOD PLAN

POLICIES

I. Land Use and Future Urban Design

1. Approval of valley development will take into consideration:

   a. Density
   b. Size
   c. Dispersal

   a. Density

   The average gross density of the whole valley should not exceed four dwelling units per acre, which would include single-family residences and multiple-family dwellings. Under Planned Unit Development conditions, up to eight units per acre would be allowed on individual projects. Controlled income and rent housing subsidized under federal, state or city programs would be allowed in accord with city policy.

   (This provision is not intended to preclude construction of residences on existing lots).

   b. Size

   Large apartment complexes (over thirty-two units) are objectionable because their dominance would alter entirely the character of the valley. Approval of apartment complexes larger than 32 units will depend upon the feasibility of providing adequate urban services, streets, schools and transportation.

   c. Dispersal

   Planned Unit Developments composed primarily of multiple dwelling units should be separated and dispersed and not abutting.

2. All development proposals with an average gross density of more than four dwelling units per acre, developed under existing land division standards, shall be referred to the neighborhood association for review and comment.

3. Apartment complexes under Planned Unit Development provisions will be approved only if adequate provisions can be made for valley access and exit, traffic controls, sewer capacities, school and recreational facilities and other urban services.

4. No additional sector of the neighborhood should be zoned for commercial purposes until a public need for commercial zoning in the valley can be demonstrated. The status of those lots currently zoned for commercial purposes should be studied in order to determine their compatibility with the Neighborhood Plan.

5. New land divisions should be planned to respect the present topography and avoid grid-type tract housing. Developers should be encouraged to investigate techniques other than grid-type division of land when planning for development.

6. The following provisions set a hillside policy for the valley until such time as the South Hills Study or its equivalent is accepted as city-wide policy. Since a large fraction of the undeveloped land in the neighborhood has a substantial slope, special restrictions should apply. Aside from purely esthetic considerations, these hillsides demand care in development because the top soil is thin and the water run-off is rapid. In general, alteration of land contours should be minimized to retain views of natural features and retain as much of the forested atmosphere as possible. The valley hillside policy applies to all land with an average slope, from toe to crest, of 15 percent or greater. (A 15 percent slope is one in which the land rises 15 feet per 100 horizontal feet).

   a. If, in the opinion of the responsible city official, an adverse conservation or geological condition exists upon a parcel of land proposed for a subdivision, or before any major hillside clearing, excavation, filling or construction is contemplated, the requirements of the uniform building code Chapter 70, Excavation and Grading, and those sections of the code relative to foundation design may be evoked.

   b. An average density of less than four dwelling units per acre will be enforced to avert rapid run-off, minimize total roadway area and preserve land contours, except that higher densities might be achieved in favorable circumstances by cluster developments or Planned Unit Developments. However, bonus credit (density transfer) should not be given for open space with slopes over 35 percent and/or where there are natural water courses.

   c. Land with a slope greater than 25 percent should be limited to a density of two units per acre or less, except in extenuating circumstances due to some special feature of the terrain or to the demonstration that appropriate design features would accommodate added density.

   d. Considerable latitude should be allowed the developer in the shaping, depth and required street frontages of lots where it is necessary to preserve the terrain.

II. Transportation

This section of the plan is designed to provide a sound set of goals, policies and proposals until a systematic transportation and traffic plan for the whole valley, city and region can be completed.

1. No arterial or limited access road will be allowed within the boundaries of the valley which would connect the Glenwood interchange on Interstate Five to 30th Avenue (See goal #1)

2. No arterial or limited access road will be allowed within the valley except as necessary to serve valley residents, as it would physically divide and thus destroy the neighborhood.

3. Direct access into the valley from Spring Boulevard or from 30th Avenue will be provided only to serve the valley.

4. Street design should reflect the functions of the streets in accordance with their designation as "collector" or "local", and a mandatory street design standard should be avoided. Traffic patterns and street standards should provide for such uses as public or school bus routes and emergency and service vehicles.

5. All future construction should include adequate off-street parking to accommodate not only permanent residents but a reasonable number of visitors. Although on-street parking should be discouraged, in some areas pull-out facilities for parking should be developed, particularly where congestion exists.

6. Major traffic movements, at this time, are generally north-south. In order to assure the workability of a traffic plan that considers future developments, east-west movements must be considered an increasingly important part of the traffic movement system.

7. Traffic patterns generated in the southern part of the valley will be extremely important to the remainder of the valley and, therefore, careful attention should be paid to the movement of that traffic to areas outside the valley.

III. Urban Services

1. The city should consider alternative methods of providing urban services.

IV. Social Values

(No policies as yet proposed)

V. Relationship to the City

1. The City recognizes the distinctness of the Valley and, by its own participation, the need for this new approach to shared community planning and growth.

2. The City will communicate to the recognized neighborhood group its general information pertaining to programs and projects that may have a physical impact on the Valley, in order that the association can participate in the public discussion.

3. Upon request, and consistent with available funding, the City will assist the recognized neighborhood group in its biennial review of the neighborhood plan.

LAUREL HILL VALLEY NEIGHBORHOOD PLAN

Contents:

Preface. . . . . .

I. Land Use and Future Urban Design . . . . . page 1

II. Transportation . . . . . page 5

III. Urban Services . . . . . page 7

IV. Social Values. . . . . page 9

V. Relationship to the City . . . . . page 9

VI. Plan Diagrams. . . . . page 11

Proposed to the Eugene City Council
by the Laurel Hill Citizens Association
February - March, 1974

PREFACE

The Laurel Hill Valley boundaries are defined as the watershed bounded by a ridgeline around the valley that starts at Hendricks Park at the west to 30th Avenue to the south and continues along knolls of 870 feet and 897 feet elevation at the southeast, and northward to a knoll of 898 elevation, continuing northwest and north along Laurel Hill Drive to the Glenwood Interchange and Interstate Five.

The Valley is a 660 acre neighborhood located in the southeastern hills of Eugene. It is an area in transition from semi-rural to increasingly urban. Its residents are concerned that the inevitable infilling of the valley with additional structures, streets and other public services for the growing population be done in the most beneficial way, consistent with the 1990 Plan, for those who now live in the Valley and those who will live here in the years to come.

For that reason this Neighborhood Plan has been developed.
The City Planning Staff and Planning Commission have been increasingly helpful in its formulation and review, and the Plan owes its current form to their continuing interest.

The Plan includes general statements of aspirations stated as specific "goals". These are based on "Assumptions" about physical and community conditions existing in the Valley that will be affected by the Valley's development.

Residents of the neighborhood feel the plan can only be a successful planning document if certain conditions considered fundamental to the Valley's long-range welfare are adopted by the City. These are expressed as "policies". The policies form the base upon which supplemental conditions find their value. These conditions are expressed as "proposals" to extend and refine the policies. They are presented for acknowledgment by the City.

The format, then, expresses Assumptions upon which Goals are set, insured by Policies adopted by the city, and Proposals which refine and extend the Policies and in time may become Policies.

I. LAND USE AND FUTURE URBAN DESIGN

A. Assumptions

Plans for the future development of the Laurel Hill Valley, for example, construction of residences, location of commercial services, and landscaping, should take into full account the existing and natural conditions in the neighborhood including the topographical features, vegetation and natural drainages.

To the greatest possible extent, it is desirable to preserve the trees and other natural features, to maintain the maximum amount of open space and to preserve the view to and from the hills from obstructions such as high-rise building structures, power lines and billboards.

B. Goals

1. To preserve and enhance the low-density diverse residential character of the valley with its single-family residences and multiple-family dwellings.

2. To preserve the distinctive topographical features of the area and maximize the natural advantages by planning the layout of all future subdivisions in terms of their conformity to the topography of the area.

3. To encourage a diversity of architectural design and to avoid the evils of gridtype tract housing and street layout, thus discouraging uniformity.

4. To preserve the treelines fringing the hills and conserve the natural store of trees and vegetation throughout the valley.

5. To minimize the area of commercially zoned land.

6. To encourage resident home ownership within the valley.

C. Policies

1. Approval of valley development will take into consideration:

   a. Density
   b. Size
   c. Dispersal

   a. Density

   The average gross density of the whole valley should not exceed four dwelling units per acre, which would include single-family residences and multiple-family dwellings. Under Planned Unit Development conditions, up to eight units per acre would be allowed on individual projects. Controlled income and rent housing subsidized under federal, state or city programs would be allowed in accord with city policy.

   (This provision is not intended to preclude construction of residences on existing lots).

   b. Size

   Large apartment complexes (over thirty-two units) are objectionable because their dominance would alter entirely the character of the valley. Approval of apartment complexes larger than 32 units will depend upon the feasibility of providing adequate urban services, streets, schools and transportation.

   c. Dispersal

   Planned Unit Developments composed primarily of multiple dwelling units should be separated and dispersed and not abutting.

2. All development proposals with an average gross density of more than four dwelling units per acre, developed under existing land division standards, shall be referred to the neighborhood association for review and comment.

3. Apartment complexes under Planned Unit Development provisions will be approved only if adequate provisions can be made for valley access and exit, traffic controls, sewer capacities, school and recreational facilities and other urban services.

4. No additional sector of the neighborhood should be zoned for commercial purposes until a public need for commercial zoning in the valley can be demonstrated. The status of those lots currently zoned for commercial purposes should be studied in order to determine their compatibility with the Neighborhood Plan.

5. New land divisions should be planned to respect the present topography and avoid grid-type tract housing. Developers should be encouraged to investigate techniques other than grid-type division of land when planning for development.

6. The following provisions set a hillside policy for the valley until such time as the South Hills Study or its equivalent is accepted as city-wide policy. Since a large fraction of the undeveloped land in the neighborhood has a substantial slope, special restrictions should apply. Aside from purely esthetic considerations, these hillsides demand care in development because the top soil is thin and the water run-off is rapid. In general, alteration of land contours should be minimized to retain views of natural features and retain as much of the forested atmosphere as possible. The valley hillside policy applies to all land with an average slope, from toe to crest, of 15 percent or greater. (A 15 percent slope is one in which the land rises 15 feet per 100 horizontal feet).

   a. If, in the opinion of the responsible city official, an adverse conservation or geological condition exists upon a parcel of land proposed for a subdivision, or before any major hillside clearing, excavation, filling or construction is contemplated, the requirements of the uniform building code Chapter 70, Excavation and Grading, and those sections of the code relative to foundation design may be evoked.

   b. An average density of less than four dwelling units per acre will be enforced to avert rapid run-off, minimize total roadway area and preserve land contours, except that higher densities might be achieved in favorable circumstances by cluster developments or Planned Unit Developments. However, bonus credit (density transfer) should not be given for open space with slopes over 35 percent and/or where there are natural water courses.

   c. Land with a slope greater than 25 percent should be limited to a density of two units per acre or less, except in extenuating circumstances due to some special feature of the terrain or to the demonstration that appropriate design features would accommodate added density.

   d. Considerable latitude should be allowed the developer in the shaping, depth and required street frontages of lots where it is necessary to preserve the terrain.

D. Proposals

1. Street grades should be established before preliminary approval is given to land division proposals. Streets should be kept to a minimum width by eliminating curbside parking except where absolutely necessary.

2. Street design standards should be flexible enough to allow street construction that will respect the terrain. The use of single land, one-way streets should be encouraged where appropriate. Sidewalk requirements should be adjusted to reduce total street grading widths.

3. Where curbside parking does not exist, each detached dwelling unit should provide improved parking space, including the driveway area and garage or carport, for at least four vehicles.

4. All property owners, public and private, should be encouraged to retain trees wherever possible and to cooperate in maintaining a tree cover. Preliminary approval of land division proposals should be withheld unless evidence of such cooperation is furnished.

5. Commercially zoned land not used for commercial purposes should be rezoned to correspond to the highest and best zoning category of abutting land after a study is completed of its commercial viability. It is recommended that the study be completed within a year of the acceptance of this plan.

6. We urge dispersal through the area of a limited number of factory-built houses installed on permanent foundations. Because of the small scale nature of the valley, its topography and limited vehicular space, we feel no trailer parks or mobile home clusters should be constructed in the valley.

II. TRANSPORTATION

This section of the plan is designed to provide a sound set of goals, policies and proposals until a systematic transportation and traffic plan for the whole valley, city and region can be completed.

A. Assumptions

The valley has been rightly described as a large cul-de-sac, a corner of the city sheltered by natural boundaries that give it an identifiable physical character. One of the best ways of preserving this identity is by establishing an attitude toward the automobile that is most beneficial for the valley. Street patterns, traffic control, the relationship between the pedestrian and the automobile, and the relationship between the automobile and public transportation should be designed with the special interests of the valley and its residents foremost in mind.

B. Goals

1. To allow no connector street linking major roads at either end of the valley to run through the valley. The objection is based on the additional noise generated from such roads, aggravating the documented high noise levels already created by Interstate Five freeway. A convenient interchange already links 30th Avenue to the freeway near Lane Community College. Two minutes of traveling time saved would not offset the environmental damage done along the full length of the valley.

2. To have streets designed only as access to houses or facilities used by the neighborhood, such as schools and parks. Curved streets are desirable not only because they reflect the neighborhood's topography, but also because they tend to discourage speeding automobiles. High speed traffic should be slowed down on all streets in the neighborhood.

3. To install a network of paths to connect park facilities around and in the neighborhood as a medium of intimate social exchange and to provide welcome pedestrian activity free from the intimidation of the automobile. The pathways made of gravel, wood chips and asphalt need not parallel the streets, but in fact should replace the traditional unimaginative concrete by-the-street sidewalk. Separation between the vehicle and the pedestrian should be encouraged.

4. To require all buildings to have adequate off-street parking according to the occupancy of the building.

5. To establish a busline.

6. To design a systematic transportation and traffic plan for the valley as soon as practical.

C. Policies

1. No arterial or limited access road will be allowed within the boundaries of the valley which would connect the Glenwood interchange on Interstate Five to 30th Avenue (See goal #1)

2. No arterial or limited access road will be allowed within the valley except as necessary to serve valley residents, as it would physically divide and thus destroy the neighborhood.

3. Direct access into the valley from Spring Boulevard or from 30th Avenue should be provided only to serve the valley.

4. Street design should reflect the functions of the streets in accordance with their designation as "collector" or "local", and a mandatory street design standard should be avoided. Traffic patterns and street standards should provide for such uses as public or school bus routes and emergency and service vehicles.

5. All future construction should include adequate off-street parking to accommodate not only permanent residents but a reasonable number of visitors. Although on-street parking should be discouraged, in some areas pull-out facilities for parking should be developed, particularly where congestion exists.

6. Major traffic movements, at this time, are generally north-south. In order to assure the workability of a traffic plan that considers future developments, east-west movements must be considered an increasingly important part of the traffic movement system.

7. Traffic patterns generated in the southern part of the valley will be extremely important to the remainder of the valley and, therefore, careful attention should be paid to the movement of that traffic to areas outside the valley.

D. Neighborhood Proposals

1. The city should be encouraged to develop a method of payment for improvement of streets which will provide for participation by all neighborhood residents instead of only those property owners immediately adjacent to the street in question.

2. Footpaths should be provided which will accommodate the movement of pedestrians and/or bicycles as they travel either within or through the valley. These walkways should take advantage of existing rights-of-way and a variety of other easements where feasible and act to connect park facilities, provide a trail near the ridges of the hills surrounding the valley, and inter-connect all sections of the valley itself as well as areas outside the valley.

3. Sidewalks adjacent and parallel to streets should be avoided where practicable.

III. URBAN SERVICES

A. Assumptions

Urban Services need not be thought of in terms of something that the resident plugs into. Imagination should be employed in the residents' attitude toward service, and the city should employ the same as regards providing services.

B. Goals

1. To have mass transit as the Valley's highest urban services priority. A public bus service should be re-established to provide transportation for residents without automobiles and to reduce the use of and dependence on the automobile in the neighborhood.

2. To provide convenient and necessary educational and recreational facilities.

3. To seek the establishment of ribbon parks with bicycle paths either by donation or through joint acquisition by the neighborhood and the city.

4. To make full and creative use of right-of-way lands.

5. To encourage power, telephone and other cable companies to install all new services underground. To pursue opportunities that would enable the neighborhood to put current cable services underground.

6. To place effective, attractive and practical screening between the valley and Interstate Five. The sights and sounds of heavy interstate travel must be reduced drastically.

C. Policies

1. The city should consider alternative methods of providing urban services.

D. Proposals

1. A bus line should be established by September, 1974.

2. All new construction and new land divisions should install underground services. Established areas should be encouraged and aided in doing so.

3. The neighborhood desires help in requesting conservation easements and aid in establishing ribbon parks and trails to ring the valley on the east, south and west, and as a method to preserve the natural store of trees along the slope and ridgelines.

4. Right-of-way maintenance should be provided for footpaths and natural drainage channels, and channel banks should be closed to construction. Areas under transmission lines and over gas lines might be maintained for non-motorized recreational use.

5. The neighborhood requests that the area along the river at the valley's northern edge be left in a natural state since it serves a valuable recreation purpose.

6. The neighborhood association has actively pursued a noise control study with the Department of Environmental Quality and Environmental Section of the State Highway Department. The objective is to achieve a noise and visual barrier between Interstate Five and the valley. The study has involved noise measurements, resident questionnaires, reports incorporating weather, wind, meteorological and social-psychological information contributed by federal and university personnel. The study, and its implementation, is an involved undertaking; and the neighborhood association desires the city's guidance and assistance in coordinating its effort with other agencies.

IV. SOCIAL VALUES

A. Assumptions

Not enough emphasis can be placed upon social values. Although all other goals can be related in some ways to social values, some goals stand out as being significant as pertains to the Laurel Hill Neighborhood. The expressions of social values find themselves in words like identity, preservation and livability. The neighborhood does have identity, physical as well as a community, and it wishes to preserve that identity. Quite obviously any attempt at creating a more livable atmosphere, when successful, tends to enhance and foster a higher order of society.

B. Goals

1. To preserve a diversity of population.

2. To preserve the freedom to live outside one's house and to resist those environmental pressures that drive people into their houses as refuges.

3. To preserve and maintain the established and distinctive character of the neighborhood. While the area is now properly defined as semi-rural, future development will effect some change in this aspect; nevertheless, it is a goal to preserve in every way possible the semi-rural atmosphere. This can be accomplished best by maintaining as many open spaces as possible.

4. To continue the Laurel Hill Elementary School as a Community Center with more access to the school and its surroundings for community activities and to encourage community activities.

V. RELATIONSHIP TO THE CITY

A. Assumptions

The Neighborhood recognizes that it is a part both of the City of Eugene and Lane County. It identifies with the City of Eugene and Lane County in the same way that the City of Eugene and Lane County identify with the State of Oregon and the State of Oregon with the nation. While it is true that the valley is a part of the city and county, it is also true that the valley is in so many ways distinct both in topography and community, such as is not to be found anywhere else. Laurel Hill Valley wishes to preserve its uniqueness in the same way that any individual, any city, county, state or nation wishes to preserve its uniqueness without forgetting its place in the larger community.

The Laurel Hill Citizens' Association is aware that revisions and modifications are necessary to any plan and intends to conduct such a review on a yearly basis. During these reviews new development standards, policies and ordinances will be studied and assessed as to how they should be incorporated into the Valley Growth Plan.

B. Goals

1. To receive from the City of Eugene and Lane County recognition of the uniqueness of the Laurel Hill Valley as fact, as a community or neighborhood and as a planning entity.

2. To support the city and county goals where the valley does not find itself in obvious conflict with those goals.

3. To plan with the City of Eugene and Lane County toward the preservation of values determined and support the goals established by this mutual effort.

4. To receive from the City of Eugene and Lane County recognition and encouragement of the Laurel Hill Citizens' Association as a specific organization representing the Neighborhood.

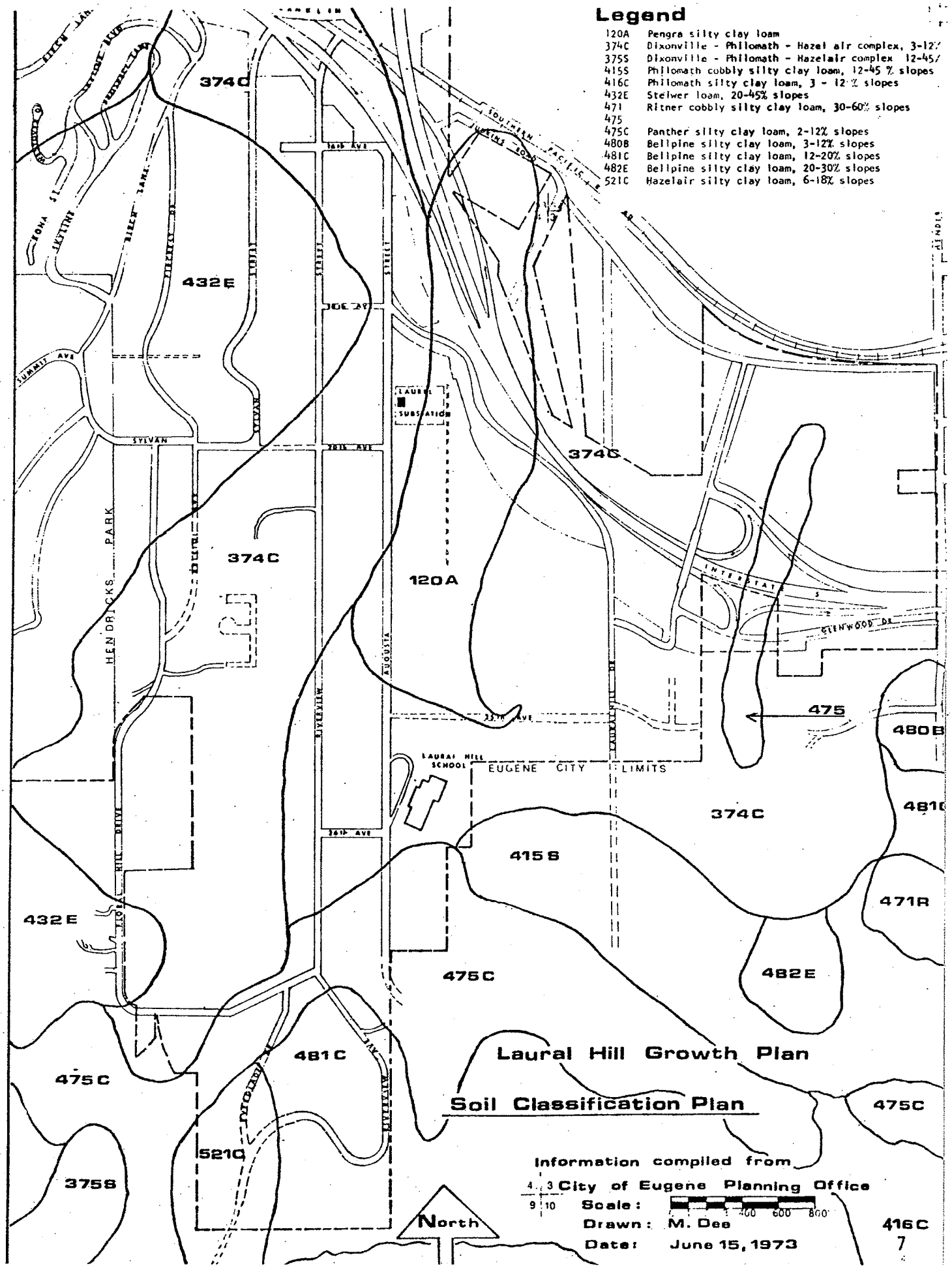
5. To maintain a Citizens' Association to represent the Neighborhood and to hold periodic public meetings in accordance with the city's Neighborhood Organization Policy in order to re-evaluate the plan and serve as an intermediary between the institutions of city and county government and the people of the valley.

C. Policies

1. The City recognizes the distinctness of the Valley and, by its own participation, the need for this new approach to shared community planning and growth.

2. The City will communicate to the recognized neighborhood group its general information pertaining to programs and projects that may have a physical impact on the Valley, in order that the association can participate in the public discussion.

3. Upon request, and consistent with available funding, the City will assist the recognized neighborhood group in its biennial review of the neighborhood plan.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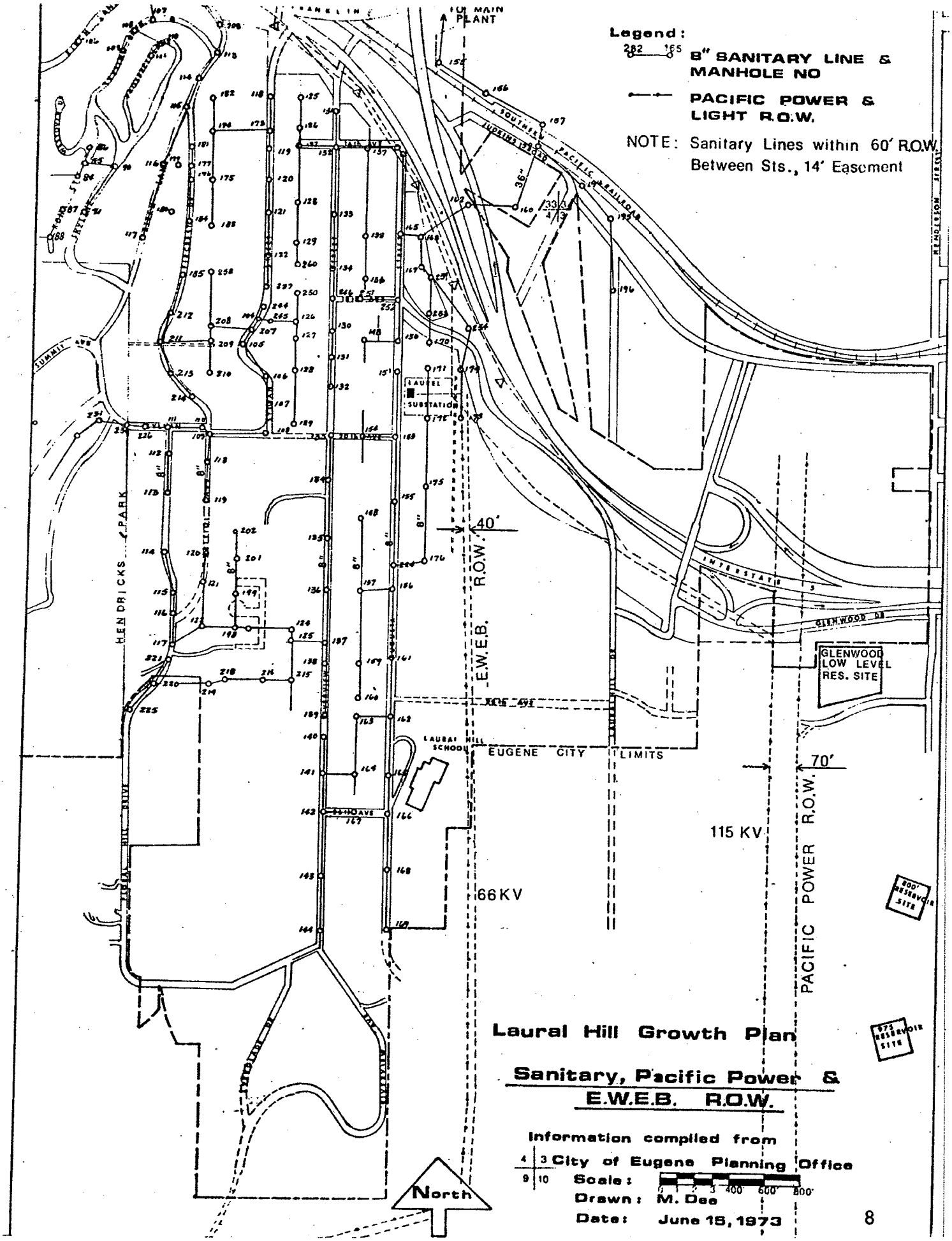
375S Dixonville - Philomath - Hazelair complex 12-45%
415S Philomath cobbly silty clay loam, 12-45 % slopes
416C Philomath silty clay loam, 3 - 12 % slopes
432E Steiwer loam, 20-45% slopes
471 Ritner cobbly silty clay loam, 30-60% slopes
475
475C Panther silty clay loam, 2-12% slopes
480B Bellpine silty clay loam, 3-12% slopes
481C Bellpine silty clay loam, 12-20% slopes
482E Bellpine silty clay loam, 20-30% slopes
521C Hazelair silty clay loam, 6-18% slopes
374C
432E
374C
120A
374C
475
480B
415S
471R
482E
475C
481C
475C
521C
375S
416C
SUMMIT AVE
SYLVAN
HENDRICKS PARK
LAUREL SUBSTATION
LAURAL HILL SCHOOL
EUGENE CITY LIMITS
INTERSTATE 5
GREENWOOD DR
AUGUSTA
RIVERVIEW
SOUTHERN PACIFIC
Laural Hill Growth Plan
Soil Classification Plan
Information compiled from
City of Eugene Planning Office
Scale:
Drawn: M. Dee
Date: June 15, 1973
North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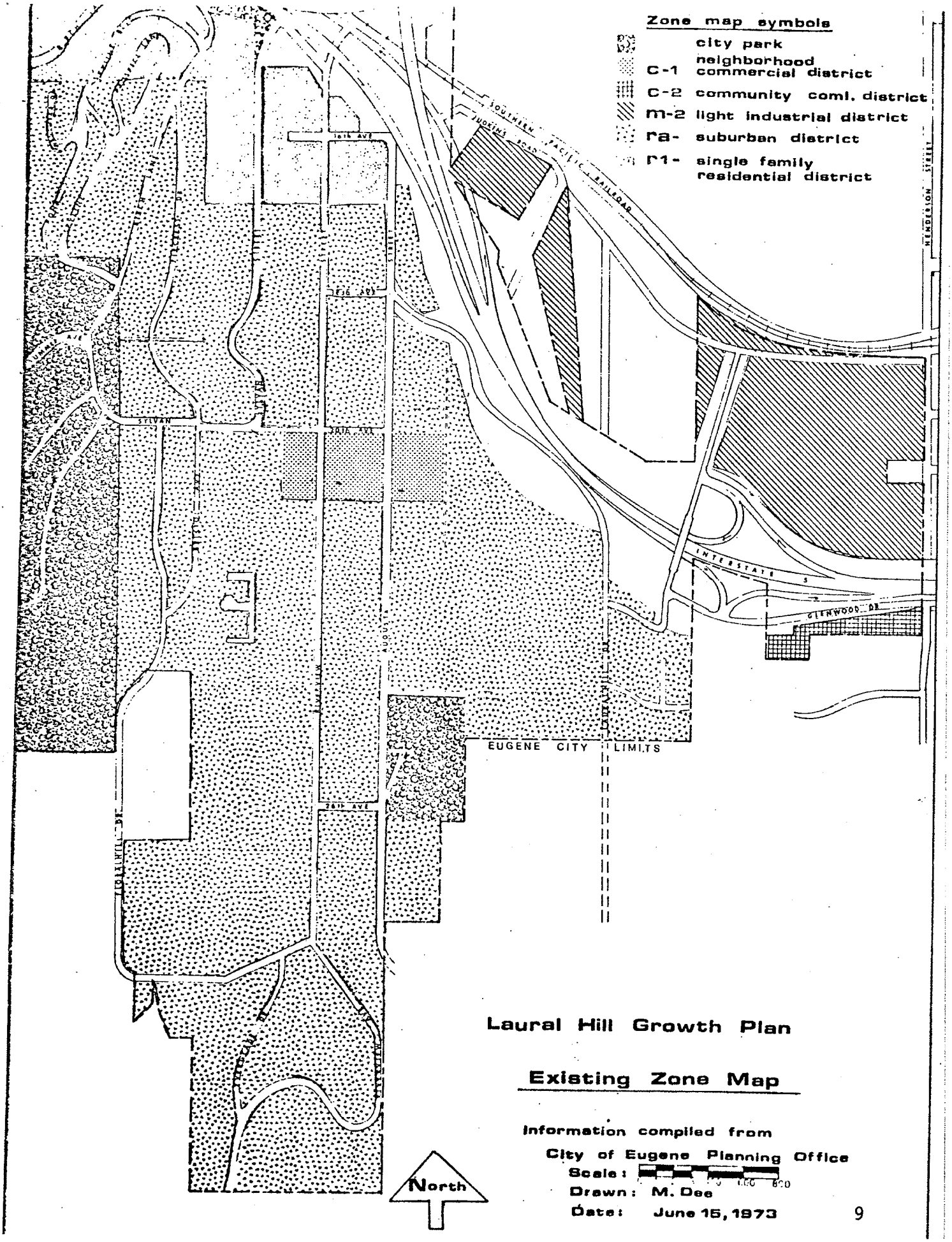
8" SANITARY LINE & MANHOLE NO
PACIFIC POWER & LIGHT R.O.W.
NOTE: Sanitary Lines within 60' R.O.W. Between Sts., 14' Easement
TO MAIN PLANT
SOUTHERN PACIFIC RAILROAD
LAUREL SUBSTATION
HENDRICKS PARK
E.W.E.B. R.O.W.
40'
INTERSTATE 5
GLENWOOD DR
GLENWOOD LOW LEVEL RES. SITE
LAURAL HILL SCHOOL
EUGENE CITY LIMITS
70'
115 KV
66KV
PACIFIC POWER R.O.W.
800' RESERVOIR SITE
875 RESERVOIR SITE
North
Laural Hill Growth Plan
Sanitary, Pacific Power & E.W.E.B. R.O.W.
Information compiled from
City of Eugene Planning Office
Scale:
Drawn: M. Dee
Date: June 15, 1973



Laural Hill Growth Plan

Existing Zone Map

Information compiled from
City of Eugene Planning Office
Scale:
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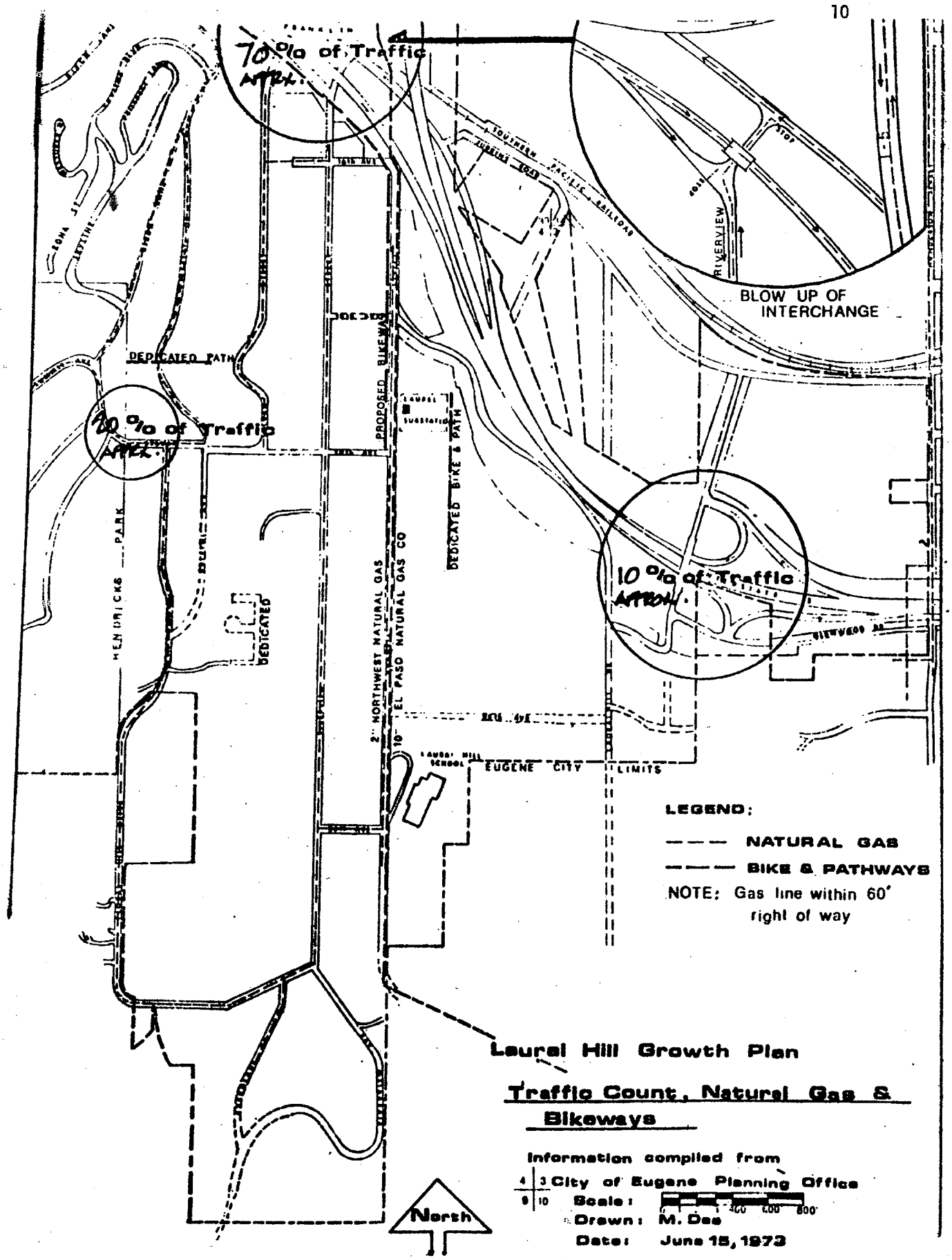
Date: June 15, 1973



Laurel Hill Growth Plan

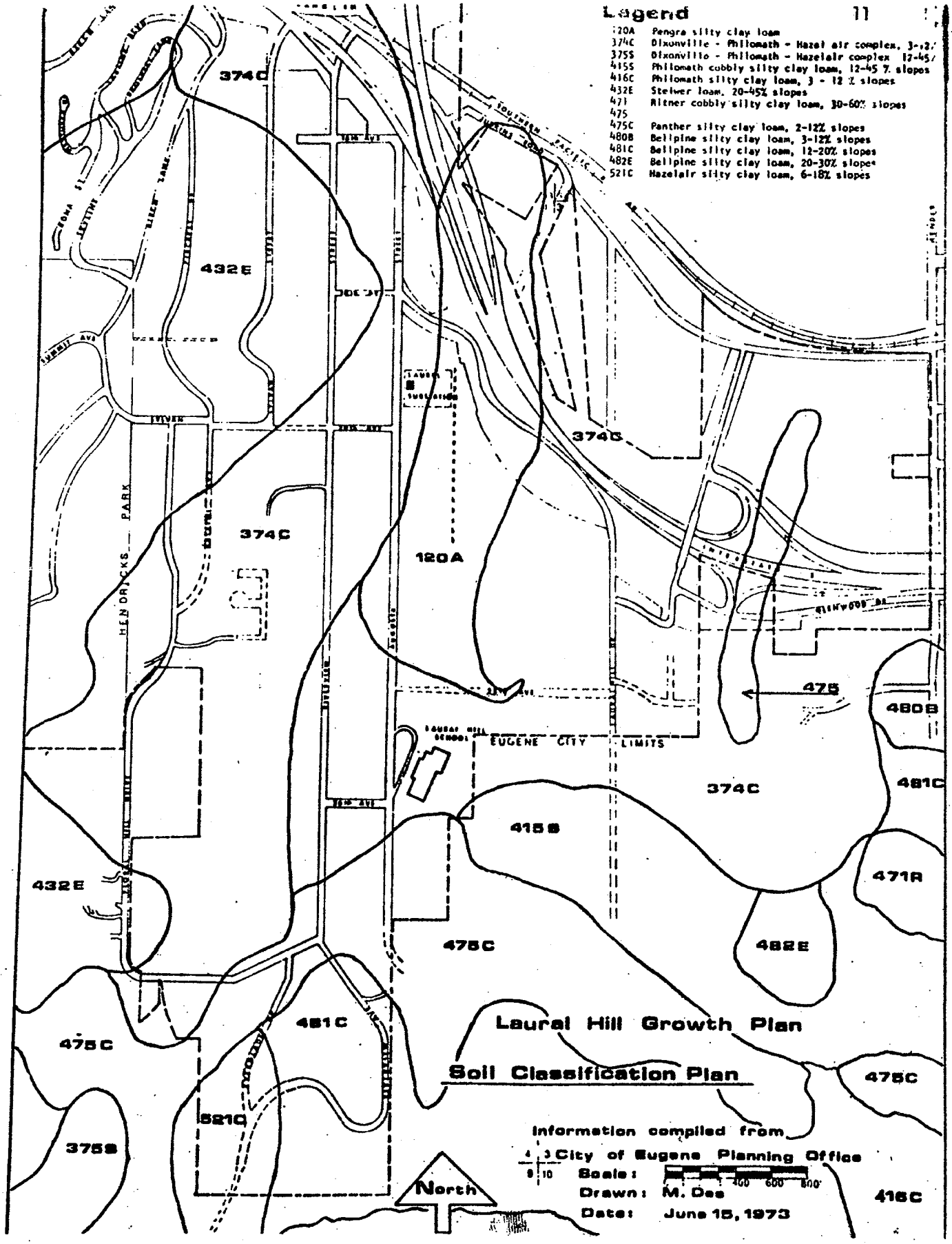
Traffic Count, Natural Gas & Bikeways

Information compiled from City of Eugene Planning Office

Scale: 0 100 200 400 600 800'

Drawn: M. Dee

Date: June 15, 1973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11
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374C
475
480B
481C
415S
471R
432E
475C
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481C
475C
521C
375S
475C
416C
HENDRICKS PARK
EUGENE CITY LIMITS
Laurel Hill Growth Plan
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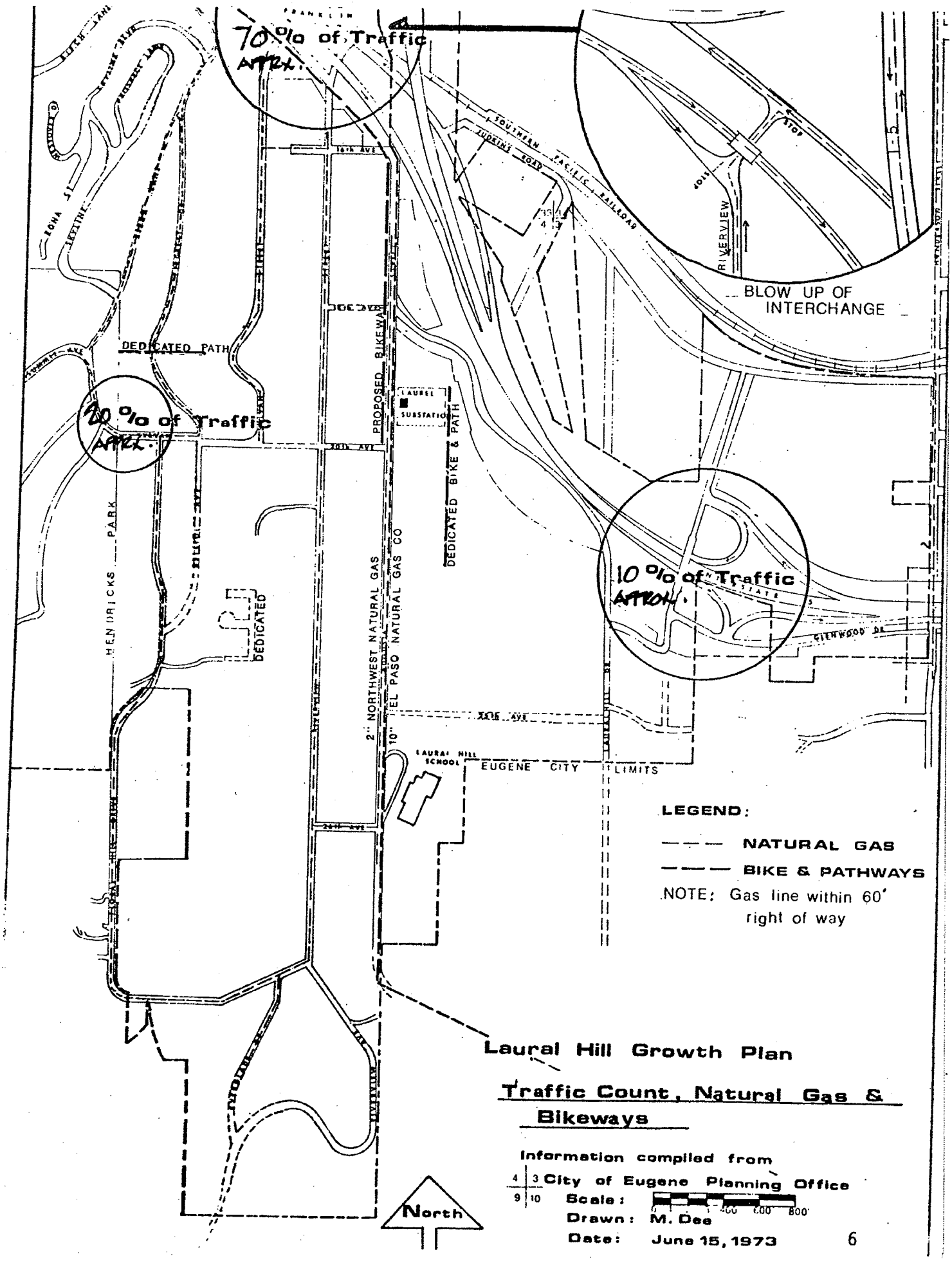

Laural Hill Growth Plan

Traffic Count, Natural Gas & Bikeways

Information compiled from City of Eugene Planning Office

Scale:

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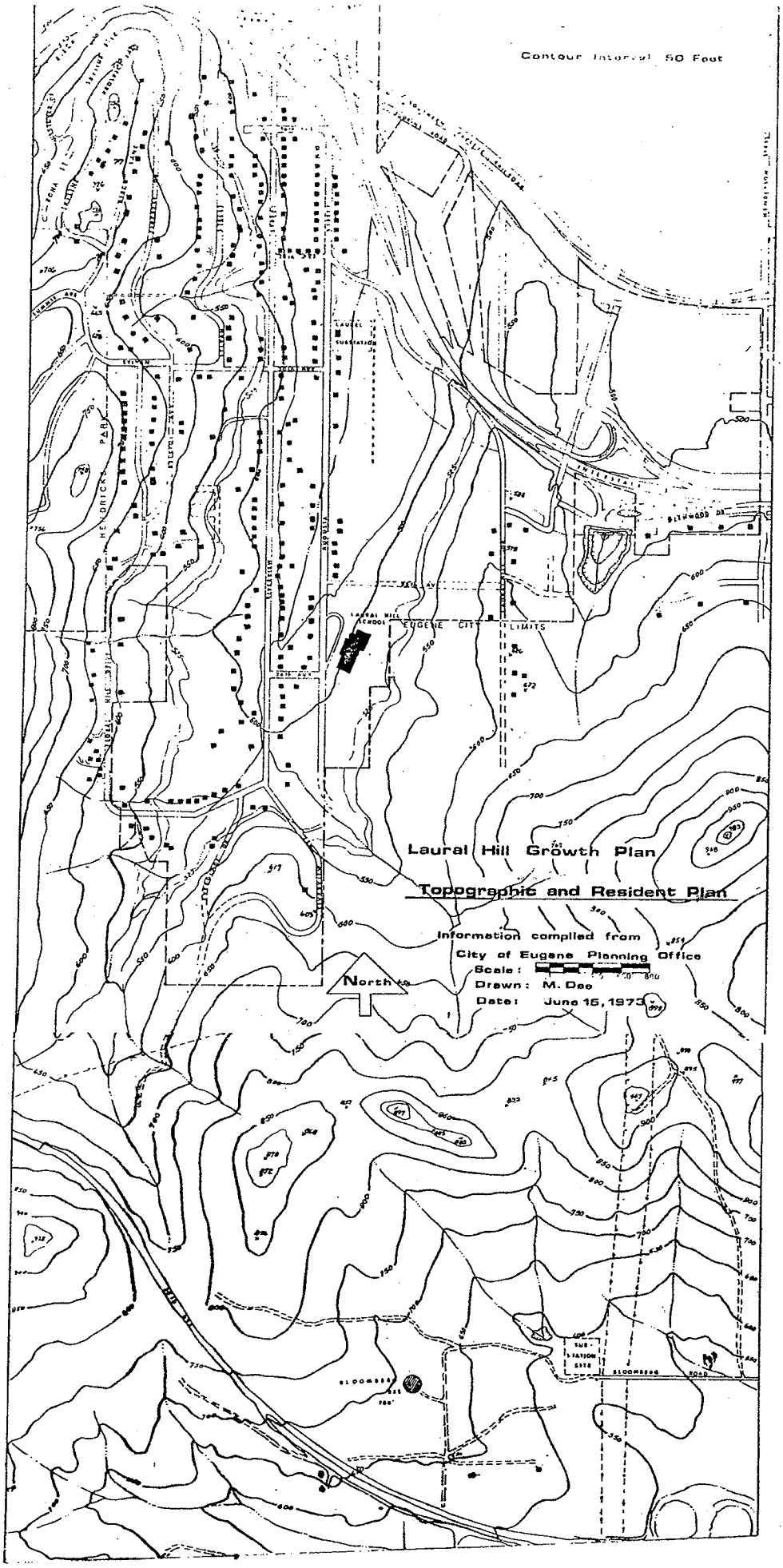
Date: June 15, 1973


Contour Interval 50 Feet
Laural Hill Growth Plan
Topographic and Resident Plan
Information compiled from
City of Eugene Planning Office
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EUGENE CITY LIMITS
LAURAL HILL SCHOOL
BLOOMBERG
SUB STATION SITE