

THE CREST DRIVE NEIGHBORHOOD REFINEMENT PLAN

The Crest Drive Neighborhood, represented by the Crest Drive Citizens Association, is situated geographically in Southwest Eugene, Oregon. Beginning at the intersection of Willamette Street and 29th Avenue, the northerly boundary being as follows; West along West 29th Avenue to Lincoln Street; then North along Lincoln Street to West 28th Avenue; thence West along West 28th Avenue to City View Street, if extended south on its alignment between West 11th Avenue and West 18th Avenue, the westerly boundary being as follows; S.W. to a point on Lorane Highway 1500 feet S.W. of the intersection of Lorane Highway and Blanton Road; the southerly boundary being as follows; easterly along a line 1500 feet south of and parallel to Blanton Road to a point of intersection with West 40th Avenue; thence easterly along West 40th Avenue, 2000 feet more or less to an unnamed street; thence northerly along said unnamed street to West 39th Avenue; thence easterly along West 39th Avenue to Willamette Street; the easterly boundary is as follows; northerly along South Willamette Street to 29th Avenue.

The neighborhood is part of the South Hills and consists of a series of ridgelines and vales with elevations from 500 to 1,200 ft. Slopes vary from level to well over 30 per cent with a wide variety of vegetation through the area visible to valley residents. Much of the area is still undeveloped and is of a semi-rural character with roads and streets winding in a non-regimented pattern through the meadows, deciduous and coniferous trees. Homes, in dispersed and irregular patterns, reflect the desires of our neighborhood to utilize and retain the natural setting, terrain, natural animal habitat and other ecological values of the area.

It is the hope of this neighborhood that by developing this refinement plan in cooperation with the planning agencies sanctioning the 1990 Metropolitan Area General Plan we might guide the incremental growth processes in a direction that will provide the proper balance between all the forces of change.

This document is not to be considered as the only planning tool for this neighborhood, but is instead, to act in support of and as a refinement to the South Hills Study and recommendations adopted therefrom. This plan will be periodically reviewed and updated as appropriate. This plan is based on opinions and surveys taken in our neighborhood as directed by the Association, and combines this information with available data and information from the city, county, regional and state agencies to produce a plan for future development, conservation and protection of the environment in which we live. This plan attempts to, 1) recognize the need for a total community approach to decision making, and 2) to recognize the neighborhood as an important part of the planning process.

Special recognition should go to the Laurel Hill Neighborhood Association. Parallels were often made between their planning needs and ours which resulted in many similar policy statements.

To move in a positive direction toward a better environment, we have hereby set forth the following Assumptions, Goals and Policies pertaining to land use and related elements in the Crest Drive Neighborhood.

I. LAND USE AND URBAN DESIGN

A. Assumptions

Developments in the Crest Drive Neighborhood will comply to the policies set forth in this document.

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 structures and power lines.

B. Goals

1. To preserve the distinctive topographical features of the area and to enhance its natural advantages.
2. To preserve the treelines fringing the hills and conserve the natural store of trees and vegetation.
3. To preserve the low-density diverse residential character of the area with its single family residences and multiple family dwellings.
4. To encourage safe, sound construction and maintenance of property
5. To encourage resident home ownership within the area.
6. To allow commercial activity only when it is obstructive and compatible with the residential character of the neighborhood.

C. Policies

1. Developments shall be approved only when they are in accordance with South Hills recommendations as set forth in Resolution #2295 adopted June 1974.
2. Individual ownership including condominiums shall be encouraged.
3. High density developments shall be placed on streets of ample width and should be compatible with surrounding neighborhood.
4. Controlled income and rent housing subsidized under federal, state or city programs shall be allowed in accord with city policy.

5. Structures over 4 stories high or 40 feet shall be subject to site review or PUD in order to assure their compatibility with surrounding terrain. Massive structures over 20,000 sq. ft. and utility towers shall not be allowed because their dominance would entirely alter the character of the neighborhood.
6. Housing developments composed primarily of multiple dwelling units shall be separated and dispersed.
7. Housing developments shall be approved only if there are adequate provisions for access and exit, traffic controls, sewer capacities, recreational facilities and other urban services.
8. New developments shall not exceed five units per acre in the Crest Drive area.
9. Storage of commercial equipment and supplies shall not be continued on building sites after period of construction. Ordinance No. 15158 in the City Building Code should be enforced stringently.
10. In accord with the South Hills Study, alteration of land contours shall be minimized to retain views of natural features and retain as much of the forested atmosphere as possible.
11. If, in the opinion of the city, an adverse conservation or geological condition exists on a parcel of land proposed for a sub-division, or before any major hillside clearing, excavation, filling or construction is permitted, the services of a soil geologist shall be obtained.
12. Considerable latitude shall be allowed the developer in the width, depth and street frontages of lots where it is necessary to preserve the terrain or distinctive natural features (as per City Code No. 9.060)..
13. All property owners, public and private, should be encouraged to retain or replace trees wherever possible and to cooperate in

maintaining a tree cover. Preliminary approval of land division and PUD proposals shall be withheld unless evidence of such cooperation is furnished.

II. TRANSPORTATION SYSTEM

A. Assumptions

Of all forms of transportation, the single occupant automobile is more demanding of energy and contributes more to pollution than any other form of travel presently in use.

The Crest Drive area is characterized by slopes as opposed to flat land. Therefore, special care must be taken in aligning and improving streets or serious erosion and consequent damage might occur.

At present, the hilly nature of the Crest Drive area, coupled with the general lack of pedestrian and bicycle ways, discourages all forms of transportation other than mass transit and automobiles.

As stated in the South Hills Study (p. 125) "Unless mass transit provides an effective alternative to automobile usage, substantial improvements will be necessary to the existing street network to accommodate the increased traffic generated by a full level of development in the South Hills".

B. Goals

1. To minimize the impact of transportation noise, consumption, air pollution and the division of the neighborhood and isolation of properties.
2. To provide maximum safety and convenience for users of all forms of transportation including automobile, buses, bicycles, and pedestrian travel.

C. Policies

1. Any streets designated as arterials or collector streets shall be designed to primarily serve neighborhood residents and not to facilitate traffic traveling through the neighborhood.
2. Departures from standard street design shall be used when necessary to preserve the natural features of the route; for example, parking bays as opposed to continuous parallel parking.
3. Where on-street parking is inadequate due to narrow streets, except in the case of rebuilding a residence, three off-street parking spaces should be provided by each single family unit or residence.
4. A network of bike-pedestrian paths shall be provided to serve the Crest Drive area with access to schools, parks, shop-shopping facilities and employment centers.
5. When possible bike-pedestrian paths should physically separate cyclists and pedestrians from motor vehicle routes.
6. Public turnouts and rest areas adjacent to transportation routes shall be made to correspond to potential views and vistas for overseeing the city and neighborhood terrain.
7. Increased mass transit facilities shall be made available as user demand justifies.

III. URBAN SERVICES

A. Assumptions

1. At present, urban services appear to be adequate; as the area develops it will need additional parks, fire and police protection.
2. The goals, objectives and recommendations of the 1990 Plan in its public services and facilities sections are valid for the Crest Drive area.

B. Goals

1. To encourage the use of appropriate community funding to convert overhead utility lines to the direct burial method.

C. Policies

1. Where practical and feasible, the city should encourage other local governments to require the installation of underground utilities in all new developments areas.

2. Within the urban service boundary, urban services should be sequentially extended as needed in an orderly fashion to prevent leapfrogging.

IV. ENVIRONMENTAL PLANNING

A. Assumptions

1. Parks and open spaces enhance the liveability of the area. Areas designated in the South Hills Study for open space and parks should be preserved.

B. Goals

1. To preserve wherever possible, a continuous system of open spaces to provide maximum enjoyment for the residents of Crest Drive.

2. To perpetuate the semi-rural character of the neighborhood.

3. To preserve a habitat for natural wildlife.

C. Policies

1. A system of parks and open spaces connected by pedestrian and bicycle routes shall be pursued where possible by the city in concert with the Crest Drive Citizens Association.

2. RA and AGT Zoning shall be retained to encourage the preservation of farming, animal husbandry and silviculture.

3. Development along the ridgelines should not project building silhouettes along the skyline.

4. Unsightly excavations and fills shall be avoided.
5. Landscape buffers on major transportation routes to separate sources of noise from residential areas shall be encouraged.
6. Year round streams, springs and ground water sources shall be identified, inventoried and, where possible, preserved for their intrinsic value.

V. SOCIAL SERVICES

A. Assumptions

1. Increased taxes and assessments sometimes force the elderly, disabled and fixed-income residents out of their homes.
2. Long term residency enhances the quality of life in the neighborhood.
3. There is no public supported community center located in this neighborhood.
4. The need for energy conservation requires that all means should be used to provide community facilities close to local residents.

B. Goals

1. To promote long term residency.
2. To promote economic means whereby it becomes possible for elderly, disabled and fixed-income residents to remain in the neighborhood.
3. To establish the Wayne Morse Ranch as a Community and Public Affairs Center within the neighborhood.
4. To encourage maximum use of Crest Drive School for a variety of community activities not appropriate for a community center.
5. To reduce energy consumption, maximize existing resources, friendships and sharing among neighbors, the Crest Drive Citizens Association shall identify and develop sub-neighborhood centers for sharing of tools, transportation, recreational and other facilities.

C. Policies

1. Deferred assessments, tax incentives, and increased services for the elderly, disabled and fixed-income residents should be provided.
2. The Wayne Morse Ranch shall be established as a Community and Public Affairs Center.
3. The use of Crest Drive Elementary School as a Community school should be reconsidered as public accessibility and interest increase.

VI. RELATIONSHIP TO THE CITY AND COUNTY

A. Assumptions

1. Crest Drive Neighborhood is geographically and politically a part of the City of Eugene and Lane County.
2. Lane County at this time has not recognized Crest Drive Neighborhood as an organization representing the neighborhood.

B. Goals

1. To support the city and county goals where the neighborhood does not find itself in obvious conflict with those goals.
2. To maintain a Citizen's Association to represent the Neighborhood and to hold periodic public meetings in accordance with the city's Neighborhood Organization Policy.
3. To develop with the city and Lane County a land use plan for Crest Drive Neighborhood that is compatible with this plan.
4. To receive from Lane County recognition and encouragement of the Crest Drive Neighborhood Association as a specific organization representing the Neighborhood.
5. To re-evaluate this plan biennially and serve as an intermediary between the institutions of the city and county government and the people of the neighborhood.

C. Policies

1. The City shall encourage the County to recognize the neighborhood's general information pertaining to programs and projects that may have a physical impact on the neighborhood, in order that the association can participate in the public discussion.

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

3. The county will recognize the Crest Drive Citizens Association as an organization representing the neighborhood and share with it the process of community planning.
