CRESWELL COMPREHENSIVE PLAN

September 13, 1982

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SECTION I PLANNING PROGRAMS AND OBJECTIVES

A. PREVIOUS COMMUNITY PLANNING

Initial concern for guiding the growth of Creswell is evidenced a little over 18 years ago, when the City adopted a zoning ordinance during August of 1960. This was followed by adoption of a subdivision ordinance in July 1966. In January 1969, the City Council expressed growing concern over community planning and development by appointing the first City Planning Commission. This action provided the council with their first advisory body to study, analyze and make recommendations to elected city officials, on matters regarding city planning and development as provided for in Chapter 227 of the Oregon Revised Statutes. Formalization of Planning Commission duties and functions followed by ordinance in July 1972.

During 1969, Creswell was the object of a University of Oregon Class Research Study, dealing with community problems, resources and solutions. From references contained in the study report, other such class studies were accomplished in 1958 and 1964. Here lies the beginning of endeavors leading toward comprehensive evaluation of the community, its desires and future hopes.

In 1971, a Creswell Planning Program was initiated and directed by the Creswell City Council and Planning Commission and conducted by students of the Department of Urban Planning at the University of Oregon. During the same year, Lane Council of Governments (L-COG) was formed, with Creswell supporting and participating in planning functions and services of that agency. Two years were utilized to complete the planning program, with the Creswell Comprehensive Land Use Plan being published in March 1975 by L-COG. This plan was the subject of community presentation, public hearings and subsequently adopted by the City Council in April 1975.

During 1977, Creswell submitted their 1975 Comprehensive Land Use Plan to LCDC for compliance review and certification. In September 1977, the plan compliance review and staff report identified plan deficiencies and non-compliance in state-wide goal areas. Subsequently, the City applied to LCDC in January 1978 for a Planning Assistance Grant to accomplish necessary compliance work.

The grant was approved for fiscal year 1978-79, providing for the following planning work:

1. Introductory/organizational meetings to establish a working relationship with the Creswell Citizens Involvement Committee (CIC) for the Citizens Involvement Program; plan review and identification of community issues and opportunities; identify areas where data is lacking and schedule acquisition; develop and adopt community goals and objectives.

2. Citizens Involvement Program (LCDC Goal 1) - Conduct seven (7) work progress review and citizen input meetings through the CIC.

3. Land Use Planning (LCDC Goal 2) - Define planning area and obtain agency agreement; agency(s) planning input and coordination; documentation of applicable existing resources and inventory data to support planning proposals; review existing subdivision ordinance.

4. Agricultural Lands (LCDC Goal 3) - Inventory, map and analyze implications and relevant agricultural land policies.

5. Forest Lands (LCDC Goal 4) - Non-applicable and to be so stated in the plan.

6. Open Space, Scenic and Historic Areas and Natural Resources (LCDC Goal 5) - Inventory, assess and identify requirements and policies for open space, energy resources, fish and wildlife, ground water resources, historic sites and areas and potential bicycle and recreation trails.

7. Air, Water and Land Resource Quality (LCDC Goal 6) - Assess existing status of air, water and land resource quality, develop appropriate policies, reference applicable agency plans and quality standards and/or plans and programs.

8. Areas Subject to Natural Disaster and Hazards (LCDC Goal 7) - Address identified flood plain areas, HUD flood area mapping and formulate appropriate community development policies.

9. Recreational Needs (LCDC Goal 8) - Inventory existing recreational lands. Identify future needs and policies.

10. Economy (of the State) (LCDC Goal 9) - Document and assess current economic status of Creswell. Develop economic element, policies and coordinate with regional and state economic needs and plans. Inventory and identify suitable areas for economic activities.

11. Housing (LCDC Goal 10) - In compliance. Organize and clarify goals and policies in plan rewrite.

12. Public Facilities and Services (LCDC Goal 11) - Coordinate policies with county-wide solid waste plan and program. Prepare and coordinate phased growth policy and facilities and services extensions with affected agencies.

13. Transportation (LCDC Goal 12) - Incorporate airport in transportation element, reconsider transportation element in light of all mode components and coordinate with applicable agencies.

14. Energy Conservation (LCDC Goal 13) - Prepare an energy conservation element.

15. Urbanization (LCDC Goal 14) - Prepare future estimates of population, evaluate growth boundaries with respect to components of Goal 14, develop a site specific Urban Growth Boundary and coordinate with County Subarea Plan. Develop and coordinate phased growth policy with Lane County.

16. Willamette Greenway (LCDC Goal 15) - Identify with Coast Fork of Willamette River and reference County Subarea Plan.

17. Prepare draft report for agency review and coordination.

18. Print final report.

19. Prepare and submit a project completion report to LCDC through the City of Creswell.

The foregoing work was directed to expand upon and correct deficiencies in the Creswell Comprehensive Land Use Plan, with emphasis on citizens participation to insure the planning process reflects community desires and aspirations.

B. CURRENT PLANNING PROGRAM

The plan revision process was completed in early 1981. The revised Creswell Comprehensive Plan was adopted in April of 1980 and resubmitted to LCDC on July 1, 1981. LCDC reviewed Creswell's acknowledgment request on September 24, 1981 and adopted a continuance order which gave Creswell additional time to address issues involving Goals 2, 5, 6, 7, 9-12, 14 and 15.

Immediately following LCDC's review and action on the Creswell acknowledgment request, the plan revision process was resumed. A decision was also made to review the Creswell Zoning Ordinance. Work on the revision of the plan and zoning ordinance extended through the spring of 1982 with adoption of both documents coming in late June of 1982.

SECTION II RESOURCES INVENTORY

A. COMMUNITY HISTORY

Early Settlement

At the time the first white men ventured into the Creswell-Cloverdale area, they found it inhabited by Kalapooia Indians. The Indians consisted of three basic tribes located at Enterprise, Cloverdale and Cottage Grove, existing primarily on game and produce, with their main camp area near the river.

Initial settlement in the area was by pioneers who came overland in 1852 by wagon train. Settlement was accomplished during 1852, through the Donation Land Claim Act of 1850, when W.R. Jones settled in Cloverdale and established a grist mill. The first store in the area was opened by John T. Gilfrey during 1854 and W.R. Jones laid out a townsite for Cloverdale in 1855, in anticipation of the future location of the railroad.

Founding of Creswell

Donation Land Claims by Caleb Colvin, Alvin Hughes, Pleasant C. Noland, Steve O. Martin and James Robinett reflect early settlement in the area which is now Creswell.

During 1871, the Oregon-California railroad came south from Eugene, along the west side of the river to a point just north of what is now the City of

Creswell. This prompted J.T. Gilfrey to move his store from Cloverdale to the Creswell area in 1871-72.

The year 1872 was the beginning of Creswell. During the year, Alvin Hughes and James Robinett each donated five acres of land and founded the town. As the railroad continued southward, the town was christened by Ben Holladay of the Oregon-California Railroad Company, named after John Creswell who was U.S. Postmaster General at the time the post office was opened in 1873.

With the completion of the railroad through Creswell, new settlers began to move into the community. The period, 1875 to 1909 was one of rapid growth, with a population of 500 being attained in 1885. The first school was erected in 1875 and is currently used as the City Library and Civic Club House. Dr. L.D. Scarbrough, the first physician to practice in Creswell arrived in 1867. A three-story grist mill was erected on the river during 1878, one and one-half miles southeast of the City.

In July 1882, a major fire destroyed a large portion of the business area. The business section was rebuilt and the first church (Methodist) was completed in 1889. Community social life centered around lodges, with the Masonic Building constructed sometime during the 1870's and the Odd Fellows added in 1903.

By 1893, the area around Creswell was devoted to wheat and raising of large numbers of cattle and hogs.

Incorporation and Growth

With the arrival of more people due to the Bohrnstedt Company's promotion of 5,000 acres of fruit tree groves, the need for city government became evident. In June 1909, a community election resulted in incorporating the City, with George L. Gilfrey becoming the first mayor. The population of the community at this time was around 500.

In a short time the City could boast of the Creswell Telephone Company, established in 1910, a cannery completed in 1913, a prune-dryer, tile factory, livery stable, two drug stores, two dentists, three doctors, a jewelry store, millinery store, four groceries, apple packing plant and a theater known as "The Opera House." However, with the collapse of the Bohrnstedt Company, population decreased to 273 in 1920.

With the construction of the Southern Pacific Railroad line around 1870, Lynx Hollow Creek was diverted to the north, causing flooding of some 1,000 acres during periods of heavy rains. The Creswell Water Control District was created in 1958 and through the Federal Watershed Protection and Flood Prevention Act, a diversion channel was built to the river to correct this problem. The project incorporated flow control for diversion of flood waters to the river, with provision for northern flow to support livestock needs. This project has made possible the beneficial use of lands that were formerly subject to flooding.

Creswell Irrigation Association is the result of acquiring an 1879 water right, the second oldest in the State, to provide water for agricultural uses along its ditch system. The initial ditch supplied water to operate a flour

mill and drive a turbine which supplied Creswell with electricity. The Creswell Volunteer Fire Department supported operation of the ditch until it was purchased by the irrigation association in 1957. The ditch currently irrigates a little under 400 acres of land with the potential of irrigating 1,500 acres of adjacent land.

The first road connecting to Eugene was a toll road, later taken over by the County and in 1922, improved and paved by the State Highway Department as the new Pacific Highway (Hwy 99). In 1956, the first two lanes of Interstate 5 were completed, just east of the railroad and in 1962, the highway was expanded to a full four-lane divided freeway, with an interchange connecting to Oregon Avenue. During 1963, the present airport was established east of the freeway. A modern municipal water system has evolved over the years, a new City Hall and Fire Station completed in 1940 and a modern lagoon type sewer system, one of the first of its type in the State, was completed in 1962.

Creswell has grown at a modest rate since the 1930's, except during the war years and immediate post-war period, when the growth rate doubled. With the completion of the Interstate Highway through Creswell in 1962 and close proximity to the rapidly expanding Eugene-Springfield Metropolitan Area, Creswell's growth rate has accelerated.

Close proximity to the Eugene-Springfield Metropolitan Area and its major employment center, coupled with Creswell's environment of a small city and adjacent rural living, indicates a continued growth impact for the city and its environs. This is evidenced by recent housing development within the city, annexations for subdivision purposes and increased residential activity and support facilities east of the freeway.

B. RELATED AGENCY PLANNING AND PROGRAMS

Creswell's development and planning therefore, is affected by public agencies and programs, which are beyond the administrative control of the City. Many of these agencies established fundamental requirements or guidelines in program and/or service areas, which are common to the general public welfare. It is therefore essential that the implications of these agency requirements or guidelines are recognized and coordinated with city planning efforts. The following excerpts reflect principal problem areas, concerns and requirements or guidelines which pertain to the growth and development of Creswell.

Federal

National Environmental Policy Act of 1969 (NEPA), (Pub. Law 91-190; 83 Stat. 852; 42 U.S.C. 4331 et. seq.). This law establishes a national policy which will encourage productive and enjoyable harmony between man and his environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man, and enrich the understanding of the ecological systems and natural resources imported to the Nation.

Clean Air Amendments of 1970 and 1977 (Pub. Law 91-604; 84 Stat. 1709; 42 U.S.C. 1857h-7). In carrying out research pursuant to this Act, the Administrator shall give special emphasis to research on the short and

long-term effects of air pollutants on public health and welfare. (Amended in 1977)

Federal Water Pollution Control Act Amendments of 1972 (Pub. Law 92-500; 92 Stat. S.2770, Oct. 18, 1972). This law establishes national policy with respect to standards for water quality and sets direction for achieving these standards.

Clean Water Act (Pub. Law 95.12) and 1977 Amendments (Pub. Law 95-217).

Noise Control Act of 1972 and 1978 Amendments (P.L. 95-609).

Cultural Resources Protection: Antiquities Act of 1906 (P.L. 59-209); Historic Sites Act of 1935 (P.L. 74-292); Reservoir Act of 1960 (P.L. 86-523); National Historic Preservation Act of 1966 (P.L. 89-665); Federal Aid Highway Act of 1968 (P.L. 90-495); Executive Order 11593 of 1971, "Protection and Enhancement of Cultural Environment"; Archeological and Historic Preservation Act of 1974 (P.L. 93-291); Tax Reform Act of 1976 (P.L. 94-455; Section 2124).

Resources Conservation and Recovery Act of 1976 (Pub. Law 94-580).

Department of Agriculture, Soil Conservation Service - Soils, Creswell Area, Oregon - Resource Data For Land Use Planning and Community Development.

Department of Transportation, Federal Aviation Administration: National Airport System Plan - Revised Statistics, 1980-89, State Summary, Oregon.

State

Oregon Revised Statutes Chapter 197, Comprehensive Planning Coordination; Planning Districts (SB 100). This law establishes State policy to assure the highest possible level of livability in Oregon, by providing for properly prepared and coordinated comprehensive plans for cities and counties, regional areas and the State as a whole; establishes the Department of Land Conservation and Development (LCDC) for administering comprehensive planning coordination.

Oregon Revised Statutes Chapter 92, Subdivisions and Partitions.

Oregon Revised Statutes Chapter 215, County Planning; Zoning and Housing Codes.

Oregon Revised Statutes Chapter 222, City Boundary Changes; Mergers and Consolidations.

Oregon Revised Statutes Chapter 227, City Planning and Zoning.

Oregon Department of Environmental Quality, operates under ORS Chapter 468 and OAR Chapter 340 in managing and maintaining statewide environmental quality. Activities and authority include Statewide Water Quality Management Plan, Water Pollution Control, (ORS 467), Air Pollution Control, Noise Pollution Control and Solid Waste Disposal.

Oregon Department of Transportation:

Aeronautics Division, Oregon Aviation System Plan, Technical Report, Vol. I - Main Body and Vol. II - Appendixes, 1974. This plan sets forth state aviation system objectives and descriptive list of airport improvement projects in Appendix S-V.

Highway Division, Six Year Highway Improvement Program. Fiscal Years 1980-1985, approved by Transportation Commission June 29, 1976. This document sets forth scheduling of capital expenditures for highway improvements in Region 3 (Creswell jurisdiction) for this six-year period.

Parks and Recreation Branch, Statewide Comprehensive Outdoor Recreation Plan:

Outdoor Recreation Demand Bulletin, 1975 (Tech. Doc. I)
Outdoor Recreation Supply Bulletin, 1976 (Tech. Doc II)
Outdoor Recreation Needs Bulletin, 1977 (Tech. Doc. III)

Oregon Department of Commerce:

Fire Marshall, Rules and Regulations for Fire and Life Safety.

Building Codes Division, State Building Code.

Real Estate Division, Subdivision Control Law and Approval of Sales.

Water Resources Department, administers appropriation of ground and surface waters.

Oregon Department of Human Resources, programs and policies for delivery to the public or state social services.

Oregon Division of State Lands, regulates and issues permits for any alteration of State waterways (ORS 541.605-541.695).

Center for Population Research and Census, responsible for annual determination of city population, when filed with the Secretary of State, becomes the basis for the distribution of certain highway, liquor, cigarette taxes and general fund revenues, as required by law.

Oregon Public Utility Commissioner, supervises and regulates public utilities, railroads and motor carriers within the State.

Oregon Department of Fish and Wildlife, Report to Lane Council of Governments Regarding Identification of Fishery Values in Lane County with Recommendations for their Protection and Enhancement, February 1971. This report presents data on countywide fish distribution and population, angler effort and catch, monetary values, habitat protection and enforcement needs and program recommendations.

Lane County Local Government Boundary Commission. The commission operates under ORS 199.410 through 199.540 to guide the creation and

growth of cities, special service districts and privately owned community water and sewer systems. City annexation and special service districts are applicable to Creswell.

Preservation of Cultural Resources: (1) Archaeology: ORS 273.705 - 273, 742, Oregon H.B. 2625, 1977 Regular Session and Oregon H.B. 2626, 1977 Regular Session; (2) Archives and Historical Commissions: ORS 358.110 - 358.770; (3) Historic Preservation: ORS 271.710 - 271.750, Oregon H.B. 2686, 1977 Regular Session and Protocol Agreement to Implement the Federal Public Building Cooperative Use Act of 1976; (4) Environmental Quality: ORS 390.310 - 390.368; ORS 390.805 - 390.990 and ORS 273.562 - 273; 597; (5) Historic Trails: ORS 376.220 and ORS 390.950 - 390.989; (6) Parks and Historic Sites: Oregon Constitution, Art. IX, 3; ORS 226.110 - 226.400, ORS 226.010 - 226.590; ORS 390.010 - 390.290 and ORS 377.505 - 377.545; (7) Taxation: ORS 308.740 - 308.790, Oregon H.B. 2476, 1975 Regular Session, Oregon H.B. 2342, 1975 Regular Session, Oregon H.B. 2333, 1975 Regular Session and Oregon H.B. 2344, 1975 Regular Session; and (8) Tort Liability: ORS 105.655 - 105.680.

County

Lane County Department of Environment Management:

Division of Planning, "A Comprehensive Land Use Plan for the Lower Coast Fork Subarea." This subarea plan contains the City of Creswell and was adopted June 4, 1975 by Lane County. Creswell is designated a Major Development Center where growth should be encouraged and accommodated. Principal considerations are defining the areas of agency jurisdiction and interfacing of Creswell and Subarea planning, proposals and policies.

Division of Solid Waste Management, responsible for countywide solid waste management program, disposal sites, solid waste transfer station and future resource recovery programs.

Division of Environmental Health and Water Pollution Control, "Water Quality Report." Presents the quality status of ground and surface waters in the Coast Fork Willamette River sub-basin and indicates water quality problems. "Water Quality Management Plan". This plan presents programs for the correction of existing water pollution problems and guidance in the prevention of future problems.

Lane County Department of Public Works. This agency is responsible for public works functions of the County. The Division of Transportation is responsible for the planning and maintenance of the County road system. The Department has recently completed a Master Plan for the Creswell Municipal Airport to provide for: a safe, clear runway system with adequate length and strength for Basic Utility Stage II development, and capability for expansion to a General Utility Airport; public terminal facilities for general aviation aircraft passengers and pilots, with convenient parking, adequate buildings and sufficient access systems; a flexible development plan with interrelationships of space and use that will enhance service and optimize community benefits; an economical layout that will provide suitable facilities and generate necessary

revenues to allow proper operation, development and management of the airport.

Lane Regional Air Pollution Authority (LRAPA). In the interest of the public health and welfare of the people, it is declared to be the public policy of the LRAPA to restore and maintain the quality of the air resources of the territory in a condition as free from air pollution as is practicable, consistent with the overall public welfare of the territory.

Lane Council of Governments (L-COG). Local county-wide planning coordinating agency, A-95 clearing house and grant application support services. Provides LCDC program coordinating services for LCDC supported planning programs in Lane County.

Lane Transit District (LTD). The District operates within the framework of ORS Ch. 267 and is responsible for public transportation in Lane County.

Lane County Department of Public Safety. Police protection provided to the City of Creswell by contract with the Sheriff's Department.

Lane County Department of Parks and Open Space. Responsible for countywide program of provision, operation and maintenance of County parks and open space. A 1970 study, Central Lane Regional Parks (B27), indicates regional park and open space proposals which relate to the City of Creswell.

Lane County 208 Waste Water Management Interim Facilities Report (B47), L-COG, August 1976; Comprehensive Sewerage Facility Review, L-COG, April 1978. Comprehensive sewerage plan report to guide overall delivery of sewerage services within the Lane County Section 208 study area.

City and Local

Creswell Comprehensive Land Use Plan presents proposed community development policy, the subject of current LCDC Compliance Planning.

Ordinance No. 143, as amended, Zoning Ordinance of the City of Creswell, Oregon.

Ordinance No. 228, Subdivision Ordinance for the City of Creswell.

Ordinance No. 139, Establishing a City Planning Commission and Prescribing its Powers and Duties.

Ordinance No. 156, Creswell Annexation to and Contract with the Creswell Rural Fire Powers and Duties.

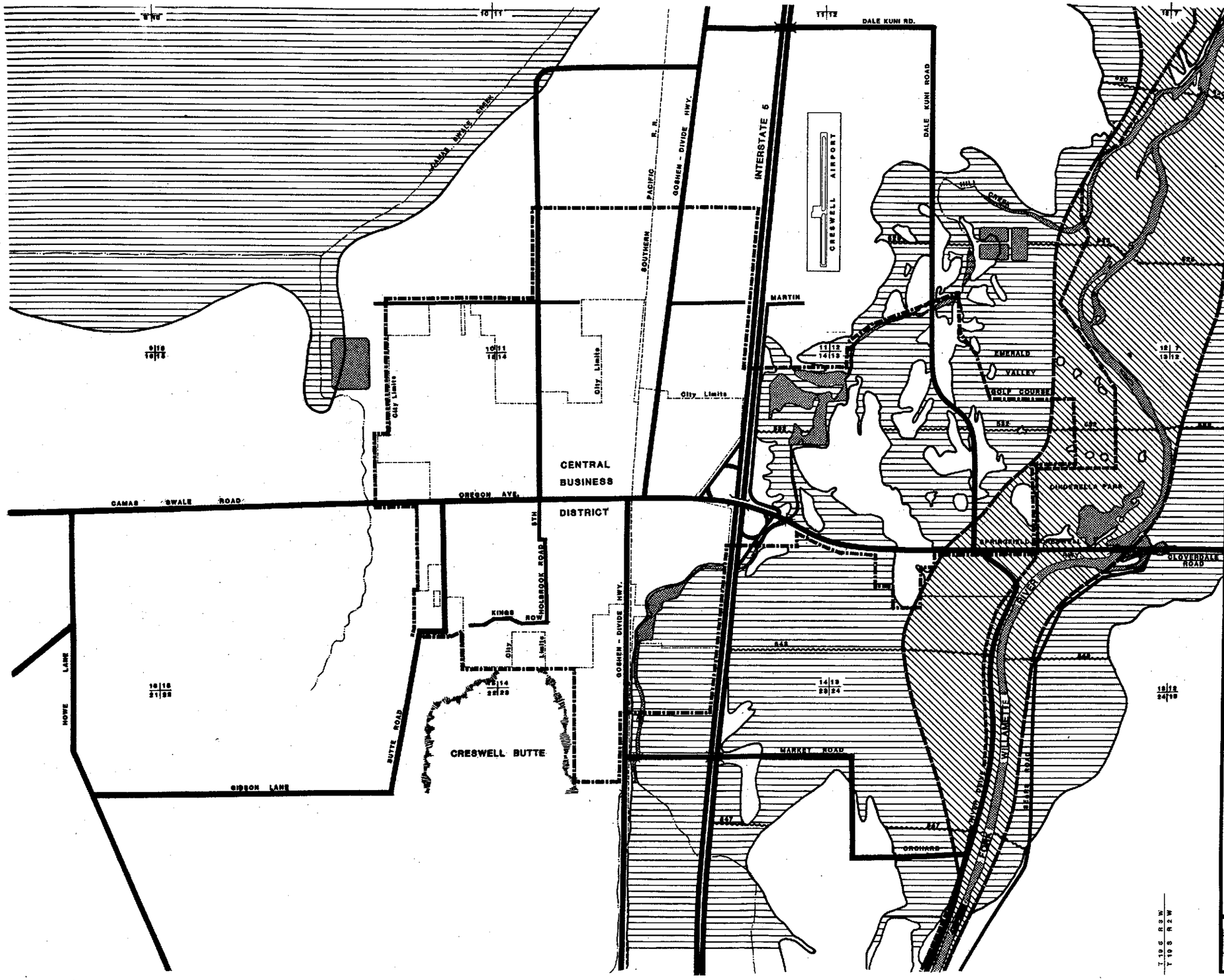
Creswell Irrigation Association, provides and maintains a system for agriculture irrigation.

Creswell Water Control District, provides and maintains a system for area drainage and agricultural purposes.

Creswell Rural Fire Protection District, provides contract fire protection services to the City of Creswell.

Education Facilities Expansion Study School District No. 40, Creswell, Oregon. Briscoe and Berry, Architects, AIA, June 27, 1977. This study evaluates existing educational facilities and establishes expansion options for accommodating expansion of educational facilities of the District.

City of Creswell Facilities Plan Update. Brown and Caldwell, Consulting Engineers, May 24, 1982.



CRESWELL OREGON
COMPREHENSIVE PLAN

FLOOD HAZARD

- FLOODWAY BOUNDARY
- 100-YEAR FLOOD BOUNDARY
- 548 — BASE FLOOD ELEVATION LINE WITH ELEVATION IN FEET
- FLOODWAY
- FLOODWAY FRINGE SPECIAL FLOOD HAZARD AREA INUNDATED BY THE 100-YEAR FLOOD
- URBAN GROWTH BOUNDARY
- WILLAMETTE RIVER GREENWAY BOUNDARY

SOURCES:

Sources of information for this map are the most current and accurate available for the Creswell, Oregon area. May, 1983.

EAST OF THE CENTRAL BUSINESS DISTRICT

Work Map For:
Flood Insurance Rate Map and Floodway Map
Coast Fork Willamette River
Lane County, Oregon (Unincorporated Areas)
Map Numbers 84, 85 and 86
December 1982 CH2M Hill Engineers, Portland, Oregon

WEST OF THE CENTRAL BUSINESS DISTRICT

Flood Hazard Boundary Map
Lane County, Oregon (Unincorporated Areas)
Panel 21 of 22
Community Panel Number 415591 0021 B
Map Revised February 10, 1981
Federal Emergency Management Agency
Federal Insurance Administration Seattle, Washington

NORTH

0 400 800 2400
SCALE IN FEET

LACOSS AND ASSOCIATES
Landscape Architecture • Community & Urban Design • Environmental Planning
1873 Garden Avenue Eugene, Oregon 97403 Telephone: (503) 485-8608

ENVIRONMENTAL SETTING

1. Region

Creswell is located at the southern extremity of the Willamette Valley, where the foothills of the Coast and Cascade Ranges begin to merge. The urbanizing area of Creswell is situated approximately one mile west of the Coast Fork Willamette River and is in the northern portion of the drainage basin associated with the river.

The City is within the northern segment of the Lower Coast Fork Subarea, the planning unit for Lane County. Lane Council of Governments is the local government coordination agency for governmental programs and Oregon State Administrative District No. 5 encompasses the community.

Eugene, the County seat, lies 10 miles north via Interstate 5 and Cottage Grove is a little over seven miles to the south. Interstate 5 is the principal north-south route connecting to the states of Washington and California and east-west highways providing access to the Cascades and Oregon Coast. The Interstate system provides convenient access to the Eugene-Springfield Metropolitan Area, forming an important Willamette Valley link for commerce, tourists and movement of locally processed wood products and agricultural commodities.

Creswell and its area of influence can be described as a portion of a finger river-valley radiating from the Eugene-Springfield Metropolitan area, with a backdrop of forested foothills to the east and west. The area still retains characteristics of its historical heritage, agriculture and timber processing. However, transportation and proximity to the Eugene-Springfield Metropolitan area, is subjecting Creswell to growth, change and related pressures.

2. General Planning Study Area

The study area for Creswell includes the corporate limits of the City and surrounding General Planning Study Area, which contains potential areas for community growth and expansion. Definition of this area was coordinated through the Lane County Planning Division and L-COG Coordinator and confirmed by the Lane County Planning Director, through a Letter of Agreement, dated July 27, 1978.

The General Planning Study Area contains approximately 12.5 square miles, located principally in Township 19 South, Range 3 West, Willamette Meridian. Creswell is located slightly north of center in the study area.

Terrain and Drainage

Creswell and its immediate surrounding area is relatively flat river valley, drained by the Coast Fork Willamette River, located approximately one and one-half mile east of the City. The City is approximately 541 feet above sea level, with gradients running north and northeast to the river. Local drainage is provided by an unnamed creek to the east, Camas Swale Creek on the north and Hills Creek on the east. Due to the relative flatness of the Valley floor, lack of uniform grade and some areas that lack well defined natural drainage localized ponding occurs throughout the area.

Foothills of the Coast Range to the west rise to over 1,000 feet elevation and foothills of the Cascades, east of the river, to above 2,000 feet. Creswell Butte, the major land form just south of the City, rises to over 900 feet as a timber outcropping in the valley floor.

Flood Potential (B32, B33, B34)

Due to the previously described terrain characteristics and flat gradient of the Coast Fork Willamette River, there is potential for flooding of land adjacent to the river during periods of high run-off. This potential for flooding also includes streams tributary to the Willamette and old river courses between Interstate 5 and the river.

The principal areas of concern for this flooding potential covers the Camas Swale area to the northwest and the area east of Interstate 5 to the river. The Camas Swale area has land that floods every year, much of it from high groundwater. The area east of Interstate 5 has some lands within the floodway and 100 year flood plain.

Tourist/convention/resort development has been designated for a portion of the land east of Interstate 5 southeast of the airport since this area represents a unique and valuable economic resource to the City of Creswell. A large lot ownership pattern and significant financial resources indicate that this area will be able to successfully address the expensive engineering analysis and construction constraints necessary to meet flooding hazards. However, all development within the floodway or floodway fringe must conform to appropriate federal (U.S. Army Corps of Engineers), State, Lane County and Creswell building and flood hazard regulations.

Currently the Creswell area is under an Emergency Mapping program to define the limits of potential hazard for the National Flood Insurance Program under the Department of Housing and Urban Development. In this regard, a Flood Hazard Map has been prepared utilizing the most recent data available. The map will be further updated as additional information becomes available.

Based on documentation of Work Map for Flood Insurance Rate Map and Floodway, Coast Fork Willamette River, May 1980, by CH2M Hill Engineers; and the Flood Hazard Boundary Map for Lane County, Oregon, revised February 10, 1981, by the Federal Emergency Management Agency, the plate entitled, "Creswell, Oregon, Comprehensive Plan, Flood Hazard" presents the extent of flooding potential.

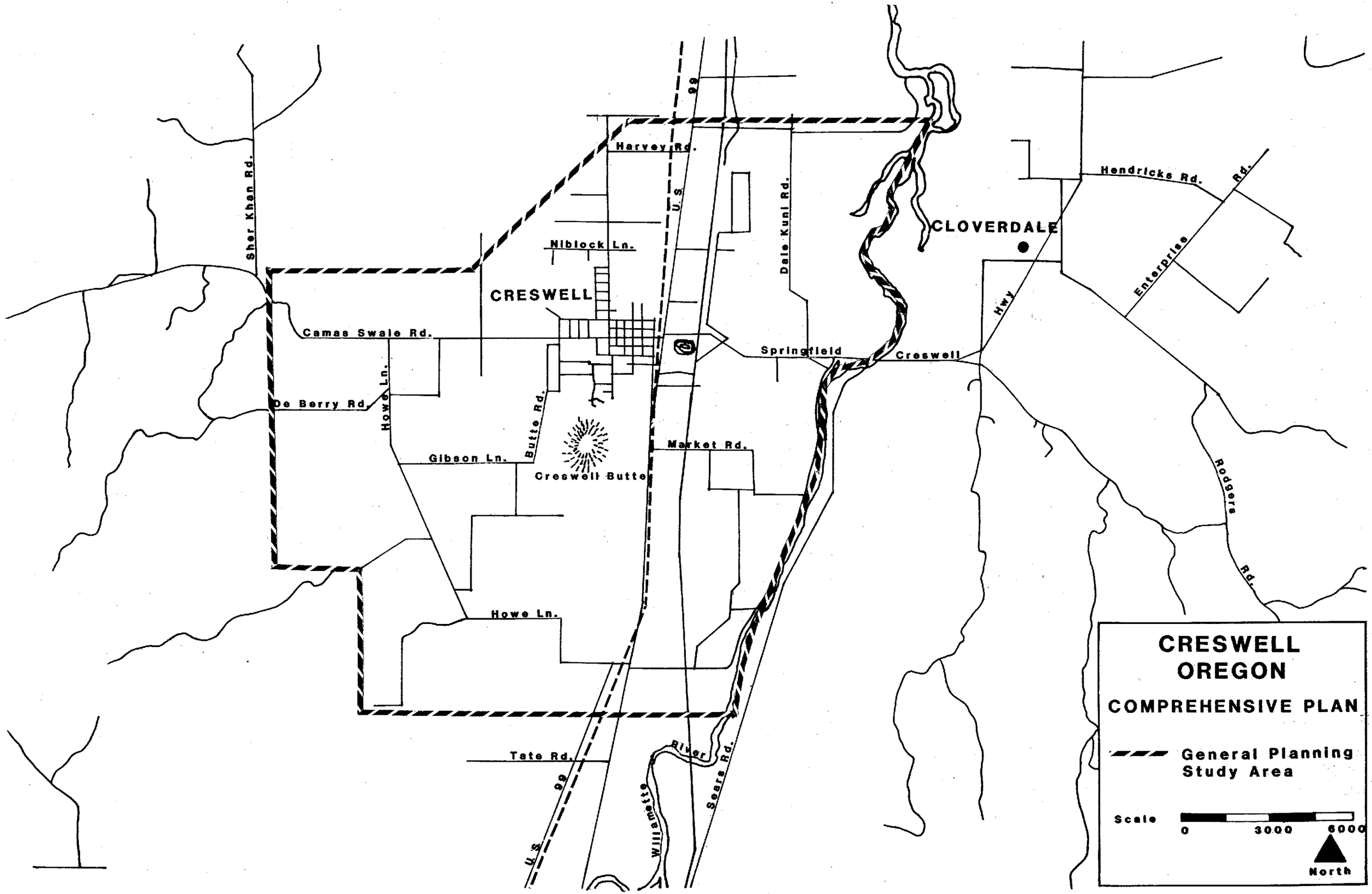

CRESWELL
OREGON
COMPREHENSIVE PLAN
General Planning Study Area
Scale
0
3000
6000
North
CLOVERDALE
Sher Khan Rd.
Harvey Rd.
U.S. 99
Dale Kuni Rd.
Niblock Ln.
Camas Swale Rd.
Springfield
Creswell
Hwy
Hendricks Rd.
Enterprise Rd.
De Berry Rd.
Howe Ln.
Butte Rd.
Gibson Ln.
Creswell Butte
Market Rd.
Rodgers Rd.
Howe Ln.
Tate Rd.
U.S. 99
Willamette River
Sears Rd.

TABLE NO. 1

CRESWELL FLOOD PROFILES - COAST FORK WILLAMETTE RIVER

River Mile	Elev. 1964 Flood	Elev. 20-Year Flood	Elev. 50-Year Flood	Elev. 100-Year Flood
10	513.0	507.0	512.0	513.5
11	519.0	516.6	518.0	519.2
G 11.5	520.9	519.6	520.0	521.0
12	525.0	523.0	524.0	525.1
Martin Rd.	530.5			
13	535.0	533.0	533.5	535.6
G 13.6	541.0	539.0	539.5	541.5
14	543.5	541.5	542.2	544.0
15	551.5	549.0	549.5	552.0
G 15.6	555.2	553.0	553.5	555.5
16	559.5	557.0	557.5	560.6
17	567.8	565.2	566.2	568.0

In order to accurately delineate the hazard areas associated with potential 100-year flooding east of the freeway, area wide topographic data is required. With this information or localized topographic surveys, individual land utilization proposals may be evaluated as to hazard of flooding. In any event, land uses immediately adjacent to stream courses should be maintained in open use categories, such as the Willamette Greenway, the existing golf course, parks and the like. In other areas appropriate elevations above flood stage levels may be established to accommodate various types of land use, based on the need for flood hazard protection. The commercially designated area proposed for tourist/convention/resort opportunities may require U.S. Army Corps of Engineer permission to alter floodway or floodway fringe contours.

Soils

The soils in and about Creswell, west of the river, are for the most part Class I, II, III and IV soils as identified in the Soil Capability Classification System of the U.S. Soil Conservation Service. Location of these soils is displayed on the Plate entitled, Agricultural Soils Classification-Creswell, Oregon.

Class I soils are generally composed of silty clay loam approximately 21 inches deep over silty clay and a substratum of silty clay loam. Bedrock is commonly many feet deep.

Class II soils are usually silty clay loam 14 to 19 inches deep over silty or gravelly clay and a substratum of sandy loam or gravelly sand. Bedrock is usually more than 5-feet deep.

Class III soils are commonly loam and silt loam 6 to 16 inches deep over clay or silty clay loam with a substratum of clay or clay and sandy layers. Bedrock is usually over 5-feet deep.

Class IV soils are generally silty clay loam 5 to 19 inches deep over clay or sandy clay and a substratum of gravelly silty clay or loam. Bedrock is generally well over 5-feet.

Permeability or ability to absorb water is good for Class I, moderate for Class II and slow for Classes III and IV.

Although the majority of soils in Creswell and its adjacent area are class I through IV, localized influences have subjected the land to limitations for agricultural and forestry purposes. These include urbanization and land use decisions prior to 1975, ownership parcel size and availability of water to maximize economic productivity.

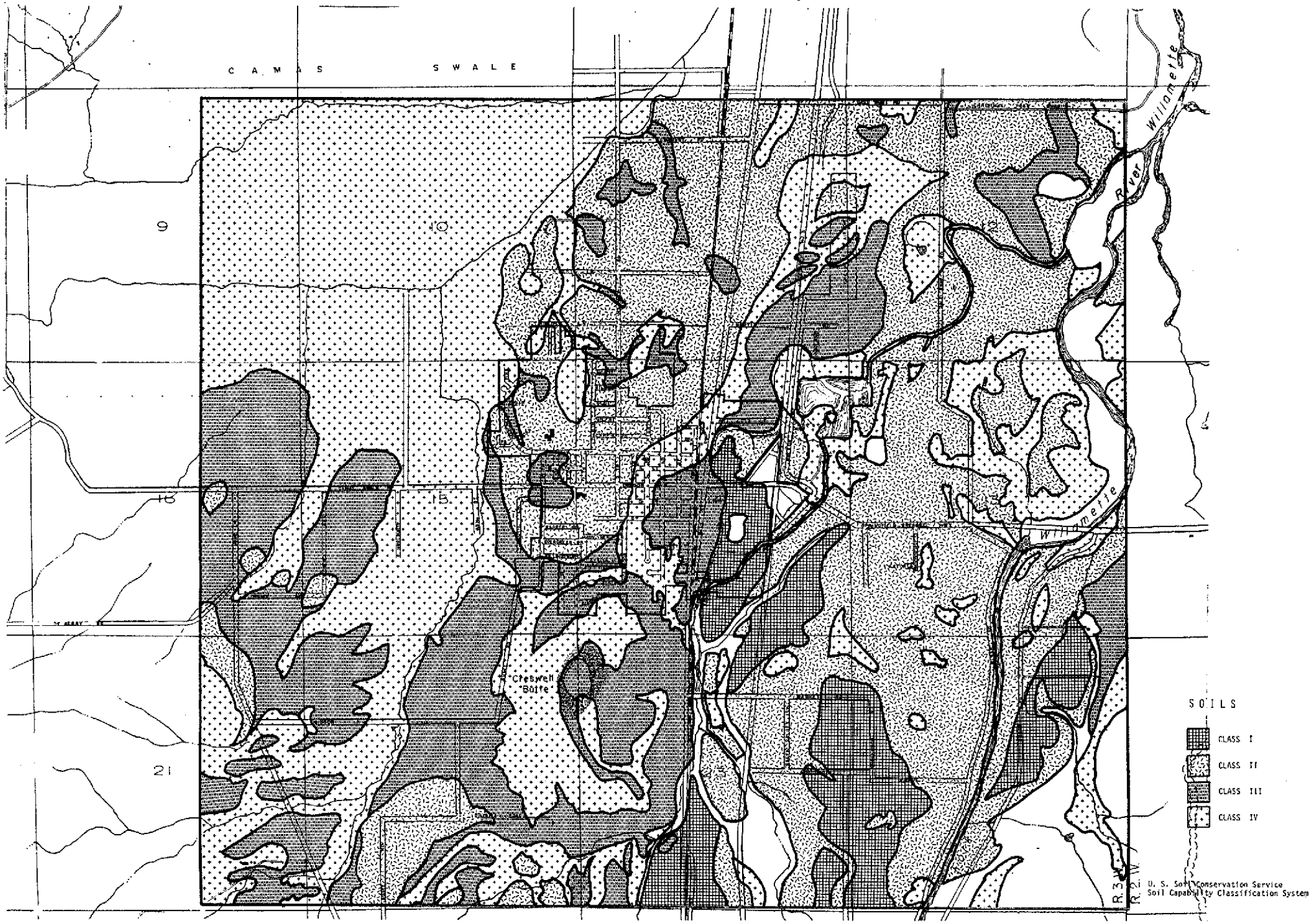
Aggregate Resources

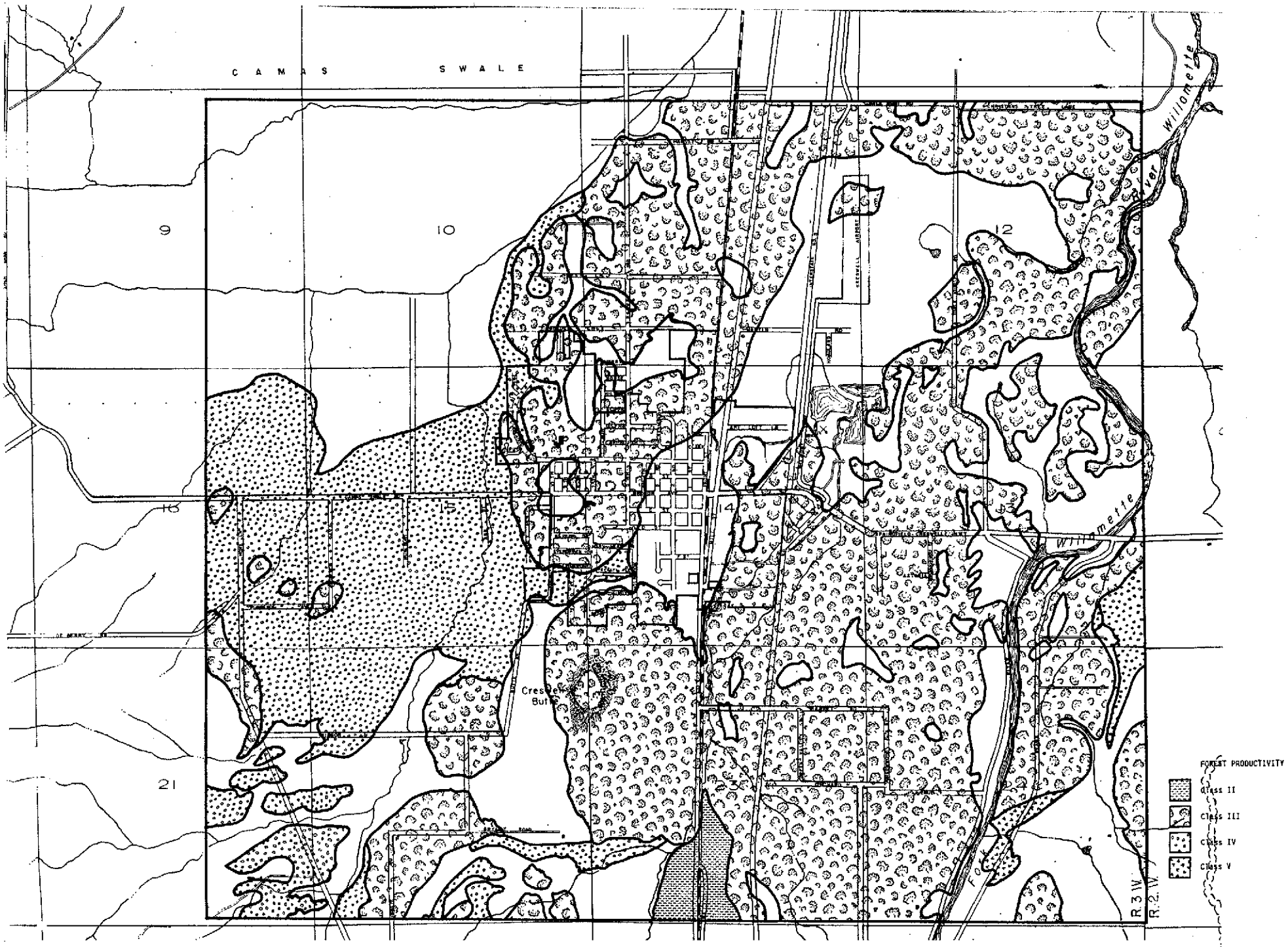
Aggregate resources are identified within the stream bed of the Willamette River. Aggregate resources are generally to be found under alluvial soil deposits adjacent to rivers. This is evidenced by former extraction sites to include Garden Lake Park, the solid waste site adjacent to the river and a site adjacent to Dale Kuni Road. Core drilling and sample assessment can determine the magnitude of deposits and aggregate quality.

Vegetation

Native vegetation, where not cultivated, consists primarily of Douglas Fir, Oregon White Oak, blackberries, shrubs and grasses. Adjacent to the streams, cottonwood, big leaf maple, Oregon ash and alder are found.

The area immediately adjacent to the City of Creswell which is destined to accommodate urban growth for the community, does not contain forested lands as defined in LCDC Goal 4. However, Creswell Butte, predominately covered with native evergreen species and due primarily to steepness of terrain, aesthetics and open space relief, is desirable to be maintained in its natural state.


CAMAS SWALE
9
10
16
15
21
Creswell Butte
Willamette River
Willamette
R.3 W.
R.2 W.
SOILS
CLASS I
CLASS II
CLASS III
CLASS IV
U. S. Soil Conservation Service
Soil Capability Classification System


CAMAS SWALE
9
10
12
16
15
14
21
Willamette
River
Willamette
Fork
Cresswell Butte
R.3 W.
R.2 W.
FOREST PRODUCTIVITY
Class II
Class III
Class IV
Class V

Significant vegetative resources, particularly trees and associated vegetative cover, which are attendant to natural water courses, public right-of-ways, and existing public lands provide important natural relief and environmental enhancement throughout the City and its potential urban growth area. These resources are important components of the Creswell environment and should be carefully managed.

Climate

Willamette Valley climate is generally characterized as having abundant moisture and moderate temperatures, which supports rapid growth of the evergreen forests.

The Willamette River and numerous small creeks are the main sources of local fog. The Coast Range acts as a barrier to coastal fog, but active storms cross these ridges with little hindrance. The Cascade Range generally blocks westward movement of all but the strongest continental air masses, but when air does flow into the valley from the east, dry, hot weather develops in summer causing extreme fire danger, while in winter this situation causes clear, sunny days and cool, frosty nights.

Low pressure centers and associated rain, generally pass inland north of Eugene, resulting in southwest winds of 10 to 20 m.p.h. Annual precipitation ranges from 30 to 50 inches, with the majority falling between September and June. Snowfall for the winter season exceeds 5 inches in about one of three years.

Temperatures are largely controlled by maritime air from the Pacific, thus long periods of extremely hot or severely cold weather seldom occur. Normal temperatures are moderate, with highs in the upper 90's during the summer and occasional freezing temperatures in the winter. The long growing season and mild temperatures are favorable for diversified agricultural and numerous crops are commercially important.

Water Areas, Watersheds and Ground Water Resources

Water surface drainage of the sub-basin is provided by two major rivers, the Row and Coast Fork, which join just north of Cottage Grove. Both rivers have regulating structures constructed by the Corps of Engineers: Dorena Reservoir on the Row River and Cottage Grove Reservoir on the Coast Fork. Both reservoirs provide flood control and help increase the summer flow of the Willamette River.

From Cottage Grove to Goshen, the Coast Fork minimum desirable flow is set at 40 cfs, with 250 cfs storage release flow. Total allocations are 155.8 cfs, with 84.2 cfs for irrigation.

The Coast Fork supports winter runs of chinook, coho, steelhead and resident trout exist in streams throughout the sub-basin. From Creswell to Mt. Pisgah riparian vegetation lines the river banks and provides habitat for waterfowl and fur bearing animals. Recreational use below Cottage Grove includes fishing, hunting and trapping as primary uses. Agricultural activity is a substantial use of river water for irrigation. Creswell operates a sewage lagoon which discharges into a tributary of the Coast Fork.

Surface Water quality of the Coast Fork exhibits several indications of poor water quality, including high bacterial loadings, turbidity problems, occasionally undesirably low D.O. levels, and enrichment and aesthetic problems. These problems become more acute during the summer when higher temperatures combine with sluggish flows, resulting in enrichment and degradation problems which are more noticeable and offensive.

Camas Swale, tributary to the Coast Fork of the Willamette River, is associated with the general surface water quality in the area, due to activities in its drainage basin. Agricultural uses contribute to water quality problems. An existing industrial use, Willamette Poultry operation, treats its waste water in an areated lagoon and discharges into Camas Swale under a DEQ discharge permit, with discharge being disposed of by land irrigation from May through October. Hills Creek and its associated ponds in Garden Lake Park, east of I-5, discharge into the Coast Fork. Surface water quality of this tributary is of concern as one of Creswell's well fields is adjacent to the Garden Lake Park Zone.

Groundwater resources are important to productive water sources throughout the Planning Area. Water quality is generally within acceptable limits for most uses. Creswell obtains its water from wells adjacent to the Coast Fork and Garden Lake Park, with the aquifer consisting of alluvial sand and gravel, yielding on an average of 50 GPM and locally up to 200 GPM. The majority of the planning area surrounding Creswell has an aquifer consisting of marine sandstone and alluvium, with an average yield of 10-20 GPM, and locally up to 200 GPM.

Localized conditions are present which limit ground water use. These are generally associated with the level of arsenic concentration associated with the Fisher Formation and have been identified in wells north and west of Creswell.

Principal concerns regarding groundwater resources are: (1) overdevelopment of an area that relies on groundwater, which could result in loss of water supply and/or degradation of quality, and (2) protection of aquifer recharge areas from intensive land uses.

Air Quality

Lane Regional Air Pollution Authority (LRAPA) is responsible for the maintenance of air quality in the 90 square mile air quality maintenance area associated with the Eugene-Springfield area. The limits of this area generally coincide with the Metropolitan Area Urban Services Boundary, which falls north of Goshen.

LRAPA has recorded some air quality data from a measurement site at Creswell High School. The first full calendar year of data for suspended particulate was collected during 1977. The geometric mean was 27 ug/m^3 (micro-grams per cubic meter of air), well below the secondary annual standard of 60 ug/m^3 for suspended particulate. There have been no violations of the 24 hour standards for suspended particulate.

Measurement for carbon monoxide have not been made, but given the low traffic volumes, it is doubtful that there are any problems. A few ozone measurements

have been taken and no violation of standards were found. Future ozone measurements for Creswell are planned, due to its location and relationship south of the Eugene-Springfield Metropolitan Area.

In summary, no air pollution problems have, to date, been identified in Creswell. However, due to proximity of the Eugene-Springfield Air Quality Maintenance Area, any major sources of particulate pollution locating in or near Creswell would receive careful scrutiny for potential impact on the Eugene-Springfield Airshed.

Noise Sources

Principal noise sources in the Creswell area are associated with transportation activities and industry. These consist of general aviation aircraft operating from the Creswell Airport, vehicular and truck traffic on Interstate Highway I-5, Highway 99 and Oregon Avenue, the railroad paralleling Highway 99 and local mill operations in the industrial areas.

Animal Life

Anadromous fish, coho, chinook and steelhead salmon are present in the Coast Fork Willamette River. Native trout also inhabit the river and smaller streams in the area. Various species of non-game fish are also found in the river, streams and local ponds. Riparian vegetation along the river, between Creswell and Mt. Pisgah, provides important habitat for waterfowl, fur-bearers and many species of small birds. In the past, the Oregon Department of Fish and Wildlife maintained approximately 2,500 acres of Camas Swale land for a migratory bird resting area and for public hunting and viewing area. However, during August of 1978, the lands were advertised for sale at oral auction.

Non-irrigated agricultural lands including orchards, cultivated crops and pastures, provide the most extensive wildlife habitat. Forested foothills provide habitat for upland game, deer, elk and many other species of birds and animals common to the Willamette Valley.

Creswell members of the Lane County Audubon Society indicate between 90 and 100 species of birds observed in the Creswell area over the past 20 years. Representative species include duck, pheasant, quail, a variety of hawk, owl, heron, crane, varieties of humming bird and woodpecker, swallow, chickadee, wren, various swift, warblers, finch bluebird and sparrow. Historical observations indicate concern for the higher elevations of Creswell Butte as retained habitat, loss of the Camas Swale for migratory refuge, and general retention of suitable areas which provide nesting and feeding areas.

D. POPULATION

Creswell's historic population trends and characteristics have been summarized from U.S. Bureau of Census, U.S. Census of Population and Center for Population Research and Census of Portland State University. Future estimates of population are derived from assumptions based on trends, reasonable economic expectations, role of the community in proximity to the Eugene-Springfield Metropolitan Area and the ability and willingness of the City to provide and support necessary services for an expanding major development center.

Trends and Characteristics

Growth of Creswell and its attendant population has been influenced by some local economic factors and major government actions. Shortly after incorporation in 1909, the collapse of an agricultural development corporation resulted in a significant out-migration of population. Population growth was rather steady from 1920 to 1950, averaging a little over three percent per year. Between 1950 and 1960 population growth slowed to approximately 1.5 percent per year, closely paralleling state growth for that period. In the early 1960's two governmental events undoubtedly stimulated population growth. These were full improvement of Interstate 5 to four-lanes and the installation of a municipal sewerage collection and treatment system.

A 57.7 percent growth in population was recorded for the 1960's, just short of a six percent per year. This was over three times the growth rate for the state as a whole during the same period, almost twice that of Lane County and slightly higher than Eugene. Since 1970, Creswell's population growth has been over two and one-half times that of the state, over twice that of Lane County and just above the City of Eugene.

Table No. 2, City of Creswell Population Profile, illustrates general population characteristics for 1970.

TABLE NO. 2

CITY OF CRESWELL POPULATION PROFILE - 1970

Total Population	Creswell Census Division	City of Creswell
	4,043 (100.0%)	1,199 (100.0%)
Sex:		
Male	2,034 (50.3%)	480 (48.3%)
Female	2,009 (49.7%)	619 (51.7%)
Race:		
White	4,009	1,191
Negro	3	-
Other	31	8
Age:		
Median	27.8	28.1
Under 18 years	37.4%	35.5%
18-64	53.8%	53.6%
65 and over	8.8%	10.9%
Household: Total	1,248	415
Population	4,029	1,185
Person per household	3.23	2.86
Number in group quarters	14	14

However, some differences are apparent and these are:

CRESWELL
OREGON
COMPREHENSIVE PLAN
TRANSPORTATION
EXISTING PROPOSED
INTERSTATE FREEWAY (I-5)
POTENTIAL FREEWAY ACCESS
ARTERIAL STREET
COLLECTOR STREET
BICYCLE ROUTE
LAND USE
RESIDENTIAL
PUBLIC FAC./GOVT.
HIGH SCHOOL
MIDDLE SCHOOL
ELEMENTARY SCHOOL
M C MUSEUM COMMUNITY CENTER - CITY HALL
L LIBRARY
URBAN GROWTH BOUNDARY
WF WFP WELL FIELD WATER FILTRATION PLANT
R RESERVOIR
CS CITY SHOP/WHSE.
WSP WSP WASTEWATER STABILIZATION POND
PARK, REC., OPEN SPACE
COMMERCIAL
INDUSTRIAL
HISTORICAL STRUCTURES
HS1 Hardware Building
HS2 Hodges Landmark
HS3 Library
HS4 Museum
HS5 Presbyterian Church
HS6 Schmitt House
RESORT COMMERCIAL OVERLAY ZONE
SCALE IN FEET
LACOSS AND ASSOCIATES
NORTH
INDUSTRIAL
POTENTIAL
I-5
POTENTIAL
AIRPORT EXPANSION
CRESWELL AIRPORT
EMERALD VALLEY GOLF COURSE
CINDERELLA PARK
CRESWELL BUTTE
CITY LIMITS
CAMAS SWALE ROAD
NIBLOCK LANE
MARTIN
OREGON AVE.
KINGS ROW
MARKET ROAD
GIBSON LANE
HOWE LANE
BUTTE ROAD
HARVEY ROAD
DALE KUNI ROAD
CREEK
CRESWELL HWY.
CLOVERDALE RD.
SPRINGFIELD
GREEN WOOD
ORCHARD
PACIFIC HWY.
Willamette River
Coast Fork
WILLAMETTE RIVER GREENWAY BOUNDARY
SEARS ROAD
INDUSTRIAL POTENTIAL

1. More females than males in Creswell, the reverse of the rural population. This may be attributable to the 65 and over age group within the City and typically higher survival rate of women.

2. Racial minorities are an extreme small portion of the population, less than one percent for both rural and urban.

3. Rural population has a slightly younger median age, with younger school age children, while the City contains a larger proportion of persons 65 and older. The older population segment of smaller Oregon communities is fairly typical, generally reflecting a level of service, convenience and overall environment desired by this age group.

4. The 18 to 64 age group for both rural and urban area about equal percentages of the population, over one-half, containing the local labor force. This indicates the desirability of the rural or small community environment for working-age adults with families. This is supported by the general shortage of jobs in and about Creswell, as the majority of the employed commute to the Metropolitan Area or elsewhere.

5. Household and/or family size is smaller in the City, reflecting a large number of older people without children. The opposite is true in the rural area.

Population Distribution

Growth of population since 1960 has developed some minor concentrations, particularly in the mobile home parks, recent multi-family additions in the vicinity of "F" and Holbrook and new residential expansion around Barber and Evergreen Drives. Current land development north of "A" Avenue is destined to add additional population to the northern segment of the City. With the exception of multi-family and mobile home parks, the population is fairly evenly distributed throughout the City.

Of note to the City, an almost doubling of population immediately surrounding Creswell between 1960 and 1970, has resulted in growth concentrating in the quarter section southeast of the City.

Future Estimates of Population

Population growth throughout our nation has historically been associated with economic opportunities attracting people to centers or areas of activity. These economic opportunities have generally been related to localized resources, primarily raw materials or energy sources, markets, transportation and change in mode of transportation, location of government or significant government action and in recent years, individual concern over the physical and social environment one associates within their choice of residence. Therefore, the development of future estimates of population for Creswell will be based on assumptions relating to past trends in number and composition, resources and economy, environment, locational influence exerted by the Eugene-Springfield Metropolitan Area, availability of public services and Creswell's designation as a major development center outside of the metropolitan area.

The factors and assumptions which will effect the population for Creswell center around the following:

1. Creswell will assume increasing importance as a major development center in close proximity to the Eugene-Springfield Metropolitan Area, with its concentration of employment opportunities.

2. The City has or will continue to develop and provide a level and range of services commensurate with the needs of a growing population.

3. Due to the availability of support services, the City will make available sufficient land area and choice, capable of attracting desirable industry to expand the local economic base.

4. Improvement and expansion of freeway-tourist oriented commercial development, in conjunction with local recreation opportunities, will assist in expanding the local economic base.

5. Annexation of adjacent concentrations of development which are acceptable and desirable will have an immediate impact on numerical population.

Based on the above factors and assumptions, the following estimate of future population is made.

Projected at 4.5 percent annually for the City of Creswell and three percent annually in the urbanizing area. A population estimate of 4,525 by the year 2000 has been used throughout the plan as the basis for future projections. This estimate is approximately one percent below the average growth rate of the past 17 years. This growth would include significant expansion and diversification in local industrial and freeway tourist development, economic base expansion and continued heavy reliance on the Eugene-Springfield area for major employment. This estimate would include significant annexations of adjacent residential development.

E. HOUSING

Survey Data

Housing data for the City of Creswell was compiled from 1970 Census data and a field survey conducted by L-COG during 1975. This data presents existing housing conditions with respect to quantity, quality and housing assistance needs of lower income households. Table 3, 1975 Creswell Survey of Housing Conditions and Table 4, 1975 Creswell Housing Assistance Needs of Lower Income Households present this data.

TABLE No. 3

1975 CRESWELL SURVEY OF HOUSING CONDITIONS

	Units	Percent
1975 TOTAL HOUSING INVENTORY	565	100.0%
Standard	452	80.0%
Sub-standard	113	20.0%
(Suitable for Rehabilitation)	(113)	(20.0%)
Vacancy Rate, Total	17	3.0%
(Rental)	(13)	(2.3%)
(Owner)	(4)	(0.7%)
Rental Units, Total	210	37.7%
Sub-standard of total	40	19.0%
Owner Units, Total	355	61.8%
Sub-standard of total	70	19.7%
1975 CERTIFIED TOTAL POPULATION / 1975 OCCUPIED UNITS	1,525 / 548 =	2.78 persons/unit*

*Approximate-data not available for population not part of a household.

Condition of structures information was obtained from Lane County Assessor Residential Appraisal Characteristics data sheets for each appraised dwelling, based on the following numerical Rating Description:

1. (Very Poor) means worn-out. Every normal repair and overhaul needed on painted surface roofing, plumbing, heating, etc. Found only in extraordinary circumstances.

2. (Poor) means badly worn. Much repair is needed. Many items need refinishing or overhauling.

3. (Fair) means evidence of deferred maintenance in that minor repairs and refinishing are needed.

4. (Average) means no obvious maintenance required, but neither is everything new.

5. (Good) means everything unusually well-maintained, items have been overhauled and repaired as soon as they show signs of wear.

6. (Excellent) means everything that can normally be repaired or refinished has just been fixed, such as new roofing, new paint, furnace overhauled, etc.

Substandard: Ratings 1, 2 and 3.

Substandard (suitable for rehabilitation): Ratings 2 and 3.

TABLE No. 4

1975 CRESWELL HOUSING ASSISTANCE NEEDS OF LOWER INCOME HOUSEHOLDS

NUMBER OF HOUSEHOLDS

	ALL HOUSEHOLDS				FEMALE-HEADED HOUSEHOLDS			MINORITY HOUSEHOLDS
	Total	Elderly or Handicapped (1-2 person)	Family (4 or less)	Large Family (5+1)	Total	Elderly or Handicapped (1-2 person)	Family (4 or less)	Total Families 4 or Less
OWNER	161	52	83	26	(31)	(5)	(26)	(2)
RENTER	125	25	81	19	(44)	(25)	(19)	(0)
TOTALS	286	77	164	45	(75)	(30)	(45)	(2)
PERCENT	100.0%	27%	57%	16%	(26%)	(10%)	(16%)	(0.6%)

Condition of Housing

In 1975, L-COG data indicates 113 housing units or 20 percent of the City housing inventory was substandard at that time. This included approximately 19 percent of both the rental and owner categories. Based on available data, all substandard units are suitable for rehabilitation.

Analysis of Housing Resources

Considering housing as a resource and its conservation, 20 percent of the housing stock is in need of rehabilitation to maximize its useful life.

Occupancy data indicates Creswell housing stock is mostly owner occupied. Vacancy rates for 1975, were 3 percent, indicating a tight housing supply, with most of the available units (2.3 percent) in the rental category.

Lower income households occupied 56 percent of 548 occupied units, with 56 percent being owner occupied and 44 percent renter occupied. Female heads of households totaled 26 percent of all lower income households, while minorities made up less than 1 percent of the total. Household size for lower income consists of 27 percent elderly and handicapped of one and two persons, 57 percent families of four or less and 16 percent with family size of five or more. This data presents a point in time insight to housing assistance needs within the City, however, data must be updated to validate current needs for low-income housing assistance projects.

Based on 1975 L-COG data, Creswell's housing issues center around:

1. Need for all types of housing.

2. Maintenance and/or upgrading existing inventory.

3. Lower income housing assistance.

It is anticipated that the housing stock in the year 2000 will meet the needs expressed by these issues.

F. ECONOMY

Overview

Initial development of the Creswell area economy was associated with agriculture and has been shaped by transportation. Construction of the rail line, location on US 99, and later the building of Interstate Highway I-5 through the eastern edge of the City, have provided transportation access which is necessary for economic growth and change. Located only 10 miles from the Eugene-Springfield metro area, the trend in the past has been for reliance on the metro area for providing job opportunities. This is a trend which the City intends to alter as it provides sites and policies to create local job opportunities for local residents.

Labor Force and Unemployment

Information on the labor force is only available for Census Tract 11, which encompasses Creswell and the surrounding rural areas. It also includes Goshen, an unincorporated community five miles north of Creswell. Data is available for 1970. Data for Tract 11 and Lane County are shown in Table 5.

The labor force in the Creswell area (Tract 11) is relatively small and totaled 1,562 persons in 1970. This is less than 2 percent of the Lane County labor force. The labor force participation rate (the percentage of persons age 16 and over in the labor force) is high by any standards. At 78.9 percent, the male participation rate is almost 5 points higher than the County rate and 10 points above the Eugene rate. The Creswell area rate for males is exceeded in only 2 of 17 rural Census tracts in the County. The participation rate for females, although two points lower than the County average, is only exceeded by one rural tract. Overall, the Creswell area's participation rate, at 57.9 percent, is above the County rate and is exceeded by only one of the rural Census tracts.

Unemployment in the Creswell area in 1970 was excessively high. The overall rate of 11.1 percent was more than 3 percentage points above the County rate and about 6 points over the national unemployment rate. The area's male unemployment rate was, unfortunately, one of the County's leaders. At 11.5 percent, it was exceeded by only one rural tract and by three or four metro area tracts. The rate for females, at 10.5 percent, was well above the corresponding County rate. Relative to rural areas of the County, however, the rate for females in Tract 11 was at the median point.

TABLE No. 5
CIVILIAN LABOR FORCE, CRESWELL AREA AND LANE COUNTY, 1970

	CRESWELL AREA	LANE COUNTY
Male	1,057	54,054
Participation Rate	78.9%	74.1%
Female	505	30,149
Participation Rate	37.2%	39.6%
Total	1,562	84,203
Participation Rate	57.9%	56.5%
Unemployment		
Male	121	4,074
Rate	11.5%	7.6%
Female	53	2,695
Rate	10.5%	8.9%
Total	174	6,769
Rate	11.1%	8.0%
Employment		
Male	932	49,787
Female	452	27,454
Total	1,384	77,241

Source: 1970 Census

Occupations and Employment of Residents

Table 6 presents data for 1970 on occupational categories of workers who reside in the Creswell area (Tract 11) and Lane County. Because of the similarities in participation rates for the County and the area, the differences in occupational characteristics are assumed to be meaningful and demonstrative of real differences between Creswell and the County as a whole.

Creswell area residents are under-represented in a number of occupational categories. The major shortfall is in the professional/technical field. Sales and clerical workers are also a low percentage; this is not surprising in view of the lack of locally available jobs in 1970 (see below).

The area's occupational shares are relatively high in craftsmen and foremen, transport equipment operators, and laborers. Since unemployment was very high, particularly among males, in 1970, it is probable that the shares in these particular categories would have been even higher for the labor force, as opposed to the employed, since it is usually laborers and operators (as well as some craftsmen) who are hardest hit by unemployment.

Employment by class (private, government, self-employed, and unpaid family worker) demonstrates one notable characteristic of the Creswell area -- a high percentage of self-employed. Although the percentage point difference is not great (3.4 points higher), it means that the rate itself is 40 percent greater than the County rate for self-employment.

Employment by industry, for 1970, is displayed in Table 7. The figures in the first column show the industries in which residents of the Creswell area were employed. They do not imply that the residents were employed in Tract 11. In fact, 538 residents were employed in the City of Eugene and 44 were working outside Lane County. An indeterminate number were also working in Springfield, the Cottage Grove area, and elsewhere in Lane County. The distribution of employment by industry of Creswell area residents is not substantially different from the Lane County distribution. The share of employment for area residents is higher in manufacturing and in "other industries" (both by 4 percent) and is lower in trade (by 4 percent) and services (by 2 percent). These results are not surprising in view of the lack of trade and services jobs available locally.

Jobs available in the Creswell area in 1970 were few (see Table 7). The Lane Council of Governments reports 594 jobs in the area in April 1970 or 43 local jobs for each 100 employed residents. At least 790 residents were going outside the area for employment in 1970. In fact, the number was surely higher, since some jobs in the area are held by non-residents.

The Census reports that 538 residents worked in Eugene and another 44 outside the County. It is probably that a substantial number (100-200) worked in Springfield and perhaps up to 100 worked in the Cottage Grove area to the south. When consideration was given to outsiders working in the Creswell area, it is likely that in 1970, 800-900 local residents had to find jobs outside Tract 11, at distances of more than 8-10 miles from their homes.

There has been some improvement in the Creswell area's employment situation since 1970. Table 8 gives estimates of total non-agricultural wage and salary employment for 1978. There have been major gains in lumber and wood processing and other manufacturing, trade, and local education. Some of the gains have been from new employers, such as the Emerald Valley Complex and Mazama Timber Products in Creswell. Other gains are from growth or expansion of small businesses in machinery and electronics sectors.

Table 9 lists manufacturers in Creswell and Goshen in 1980. Two other major employers are the Emerald Valley Golf Course, Restaurant and Health Club, with an estimated 75 employees and the School District, with approximately 170 employees. There is a sizable concentration of manufacturing employment at Goshen, which is equidistant between the City of Creswell and Eugene-Springfield. It is probable that a large number of the Goshen jobs are held by metro area residents.

As Tables 7 and 8 show, employment in the Creswell area more than doubled between 1970 and 1978. Offsetting the increase was the growth in area population and a probable rise in participation rates (especially of the female rate) similar to the increase nationally. By the end of the decade, the ratio of local jobs to population was around 20 percent in the area. This compares unfavorably with a 45 percent ratio in the metro area and a 40 percent countywide average. Thus, although there was substantial progress in job growth during the 1970's, there are still not enough local jobs for local residents. It is estimated by the Lane County Economic Improvement Commission that there are nearly 2,500 area residents employed somewhere, as compared to the 1,300 or so jobs available in the area. Almost half of the residents are still forced to leave the area daily to find employment of any kind. Progress on the local employment front, although substantial, has barely cut the gap in jobs available. Local jobs are definitely not in adequate supply in the Creswell area of Lane County.

TABLE No. 6
OCCUPATIONAL CHARACTERISTICS OF EMPLOYED WORKERS
IN THE CRESWELL AREA AND LANE COUNTY, 1970

	Creswell Area percent		Lane County percent	
Occupation				
Professional, Technical and Kindred	7.9		15.8	
Elementary & Secondary Teachers		3.4		4.1
Managers and Administrators (Non-Farm)	8.7		8.8	
Sales Workers	4.9		8.2	
Clerical and Kindred	10.5		15.7	
Craftsmen, Foremen and Kindred	17.6		13.8	
Operatives (Excluding Transport)	11.6		10.4	
Transport Equipment Operatives	6.8		4.3	
Non-Farm Laborers	10.0		7.6	
Farm Workers	6.8		2.0	
Service Workers	13.9		11.9	
Private Household Workers	1.1		1.4	
Total	100.0		100.0	
Class of Worker				
Private Wage and Salary Workers	69.3		71.6	
Government Workers	18.6		18.9	
Local Government Workers		11.4		9.2
Self-Employed	12.1		8.7	
Unpaid Family Workers	0.0		0.8	

Source: 1970 Census

TABLE No. 7
EMPLOYMENT BY INDUSTRY, LOCAL JOB AVAILABILITY
AND NET EMPLOYMENT OUTSIDE AREA, 1970

	Employment by Industry[1]	Local Jobs Available[2]	Net Employment Outside Area
Construction	83	27	56
Manufacturing	376	229	147
Transportation, Communication and Utilities	107	35	72
Trade	244	94	150
Finance, Insurance	12	17	(-5)
Services	204	86	118
Education & Government	238	106	132
"Other Industries"	120	---	120
Total	1,384	594	790

Employed in Eugene[1]	538
Employed Outside Lane County[2]	44

Sources:

[1]U.S. Census, Table P-3, Census Tract Report PHC (1)-64, "Census Tracts, Eugene, Oregon"

[2]Lane Council of Governments, based on covered employment reported by State Employment Division for April 1970 and direct interviews with employers

Incomes

Detailed information on family income for the Creswell area (Census Tract 11) is available for 1969 (Table 10).

The median family income in 1969 in the Creswell area was 90 percent of the County median. The mean or average was 87 percent of the County mean. The income distribution figures clearly demonstrate the cause of lower median and mean figures for the area: a relatively low percentage of families in upper income brackets, in particular the $15,000 and above bracket. There is a relative concentration of Creswell area families in the middle brackets, from $8,000 to $11,999, which accounts for 35.9 percent of area families. This compares to only 31.0 percent of Lane County families in the same brackets. The percent of all families below the poverty level in the Creswell area is, in fact, slightly less than the countywide percentage and less than most of the rural census tract poverty level percentages. The relatively low income figures, in short, reflect a low share of higher income families and a preponderance of middle and lower middle income families.

Sources of family income in the Creswell area in 1970 closely paralleled the sources for families countywide. The only notable differences were a larger share of families with farm self-employment income in the area and a very low share of families receiving public assistance or welfare. It is interesting to note that, although 12.1 percent of the area's employed residents were self-employed, only 7 percent of family income came from self-employment. Countywide, self-employment accounted for almost 12 percent of family income but less than 9 percent of total employment (see U.S. Census, PHC 1-64, Tables P-3 and P-4).

More recent data is available for per capita income. Per capita income in 1969 was $2,476 in Creswell; this was 81.2 percent of the County average of $3,038. By 1977, the Creswell income figure was $5,482 or 92.8 percent of the County per capita income level. Over the eight years, Creswell income grew by 121 percent, whereas per capita income in Lane County only increased by 94 percent.

Although there is no direct correlation between per capita and family income, it is probable that the relative gap between Creswell area and County family incomes narrowed during the 1970's. As more jobs became available, especially in the trade and services sectors of the local economy, it is likely that there was an increase in area two-income families, leading to higher incomes for residents and their families. This trend toward parity of Creswell and County incomes can continue if there is continued growth of job opportunities for local workers.

TABLE No. 8
CRESWELL AREA (TRACT 11)

APRIL 1978
ESTIMATED TOTAL NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT

	Total		Percent	
Manufacturing, Total	722		56.8	
Lumber and Wood Products	475		37.3	
Other	247		19.4	
Non-Manufacturing, Total	550		43.2	
Construction	31		2.4	
Transportation, Communication, Utilities	41		3.2	
Trade	168		13.2	
Finance, Insurance, Real Estate	47		3.7	
Services and Miscellaneous	62		4.9	
Government	201		15.8	
Federal		9		0.7
State and Local Education		184		14.5
State and Local Other		8		0.6
Total	1,272		100.0	

TABLE No. 9
MANUFACTURING EMPLOYMENT, CRESWELL AREA, 1980

	Emp.
Creswell	
Adler Co.	5
Apples Kates	5
B&B Manufacturing Inc.	5
Bates Tree Pulling	6
Bowers Logging	4
Bullfrog Lumber Co.	10
Coop, Dale S.	5
Cress-Ply Company	50
Creswell Chronicle	3
Eastside Machine Inc.	35
Golden Veneer, Inc.	40
Lane Carpenter Log Corp.	15
Mazama Timber Products	200
Olsen & Sons	2
Rens Mfg. Co. Inc.	20
Rinoldi Fabricators Inc.	20
Willamette Poultry Co.	140
Wood Specialties Inc.	10
Total	575
Goshen	
Alpine Veneers Inc./Goshen Div.	65
Cone Lumber Co.	100
State Fireplace & Stove Works Inc.	9
Total	174
Area Total	749

TABLE No. 10
INCOME AND DISTRIBUTION, 1969
CRESWELL AREA AND LANE COUNTY

	Creswell Area percent	Lane County percent
Income of Families		
Less than $2,000	5.2	4.6
$ 2,000 - 3,999	10.1	8.9
$ 4,000 - 5,999	11.5	10.5
$ 6,000 - 7,999	17.2	15.1
$ 8,000 - 9,999	18.0	16.3
$10,000 - 11,999	17.9	14.7
$12,000 - 14,999	11.0	13.3
$15,000 - 24,999	7.7	13.4
$25,000 - 49,999	0.9	2.6
$50,000 or more	0.5	0.8
Median Income	$8,667	$ 9,332
Mean Income	$8,941	$10,515
Sources of Income		
Percent of Families With:		
Wage and Salary Income	88.9	87.4
Non-Farm Self-Employment Income	12.5	15.0
Farm Self-Employment Income	11.3	3.8
Social Security Income	17.9	18.5
Public Assistance or Welfare	2.6	5.6
Other Income	44.6	44.9

Employment Targets for the Year 2000

The employment targets in this section are based on population projections for the Creswell area (Census Tract 11) provided by the Lane Council of Governments.[1] Those projections in turn are based on the City's population projection and historic growth trends in rural areas of Tract 11. The L-COG estimate of 13,076 inhabitants in Tract 11 in the year 2000 is adopted as the target population figure.

As described in preceding sections, the ratio of jobs to population in the Creswell area is low (approximately half the County ratio). As a consequence, residents have to look outside the area for adequate job opportunities. It is a primary goal of this comprehensive plan that there shall be job opportunities in Creswell for residents of Creswell and the surrounding area (Tract 11). A measure of full availability of jobs is that, in the year 2000, there shall be 40 jobs for each 100 residents of the area. This is the same ratio as existed in Lane County as of 1979. If Creswell achieves this goal by the year 2000, it will have reached a stage of development similar to that which Lane County experiences now.

Anticipated employment needs for the year 2000 are presented in Table 11. The employment distribution is based on national data for 1979. The intent is to provide, by the year 2000, what would have been considered a "well rounded" or "fully developed" economy in 1979. The total number of jobs is 40 percent of projected population.

Table 12 shows net new jobs needed in Creswell by the year 2000. There is a breakdown of manufacturing into the lumber and wood products component and "other manufacturing." Lumber and wood products are anticipated to decline by about 14 percent or 0.7 percent per year. This moderate decline is based on data from Beuter et al[2]. The total number of new jobs needed is just under 4,000. Of these, 355 would be in manufacturing and the remainder in non-manufacturing. It is assumed that lumber and wood products employment will decline to 409 by that time. This should be considered an optimistic forecast for this sector. No attempt is made to forecast specific manufacturing sector employment levels.

Sources:

[1] Lane Council of Governments,

[2] Beuter et al,

TABLE No. 11
ANTICIPATED EMPLOYMENT NEEDS IN YEAR 2000

	Percent Distribution of Employment by Sector[1]	Number of Jobs by Sector in Year 2000
Total	100.0	5,230
Manufacturing	20.6	1,077
Construction	5.8	303
Transportation, Communication and Utilities	5.3	277
Trade	21.5	1,124
Finance, Insurance and Real Estate	5.3	277
Services and Miscellaneous	24.2	1,266
Government	17.3	905

Sources:

[1]Based on 1979 distribution of U.S. employment

TABLE No. 12
NET NEW JOBS NEEDED BY YEAR 2000

	Number of Jobs in Year 1978[1]		Number of Jobs in Year 2000[2]		Net New Jobs	
Total	1,272		5,230		3,958	
Manufacturing	722		1,077		355	
Lumber and Wood Products		475		409		(-66)
Other Manufacturing		247		668		421
Construction	31		303		272	
Transportation, Communication and Utilities	41		277		236	
Trade	168		1,124		956	
Finance, Insurance and Real Estate	47		277		230	
Services and Miscellaneous	62		1,266		1,204	
Government	201		905		704	

Sources:

[1]Table 8

[2]Table 11

G. LAND USE

Existing land use data for the entire General Planning Study Area was compiled by Lane Council of Governments during 1972. The 1972 city data was updated through resources of the City of Creswell during October of 1978 and is presented in Table No. 14. This data was updated using current information for 1981 from Lane Council of Governments' Geographic Data Base. Land use statistical data is presented for the 1978 corporate limits of the City and is compared to land use data which is reported in a 1971 Preliminary Planning Study, Table No. 13. The 1978 patterns are then compared with current trends, as indicated in the L-COG land use data update.

Historical and current data are combined in the Buildable Lands Inventory Technical Supplement, located in the Appendix. The Buildable Lands Inventory projects the need for land to accommodate future residential, commercial and industrial development. It analyses the suitability of vacant land to meet these needs.

Land Tenure - Public lands (to include all governmental agencies and road right-of-way) accounted for a little over 25 percent of all land within the City of Creswell in 1971. In 1978, this ownership had increased to just slightly under 29 percent, resulting in approximately 71 percent of the City area providing the primary property tax base. By 1981, public lands accounted for slightly over 31 percent of the total city's area, resulting in approximately 69 percent providing the primary property tax base.

Residential - One hundred and forty-nine acres of residential land in 1971, with a certified population of 1,295, resulted in a population density of 8.7 persons per acre. The 1981 population of 1,880, residing on a total of 135 acres, resulted in a population density of 13.9 persons per acre.

TABLE No. 13

1971 LAND USE STATISTICS - CITY OF CRESWELL, OREGON

	Number of Units	Acres	% of Gross Area	% of Net Dev. Area
GROSS AREA		405	100.00%	
NET AREA		326		
NET DEVELOPED AREA		192		100.00%
RESIDENTIAL		149	36.80	77.60
Mobile Homes				
Single-Family				
Multi-Family				
COMMERCIAL		12	3.00	6.30
Residential				
Retail				
Service				
INDUSTRIAL		6	1.50	3.10
Light				
Heavy				
QUASI-PUBLIC				
Church				
Fraternal				
Cemetery				
PUBLIC		25	6.20	13.00
City				
County				
State				
School				
Park				
TRANSPORTATION		79	19.50	
Roads				
Railroad				
Airport				
VACANT LAND		134	33.00	
Platted Lots				
Vacant Land				
AGRICULTURE				
Timber				
Pasture				
Orchards/Crops				

NET AREA = Gross Area Less Transportation
NET DEVELOPED AREA = Net Area Less Vacant Land
SOURCE: B2, Table #11.

TABLE No. 14

1978 LAND USE STATISTICS - CITY OF CRESWELL, OREGON

Area	Number of Units	Acres	% of Gross Area	% of Net Dev.
GROSS AREA		498.35	100.00%	
NET AREA		420.96		
NET DEVELOPED AREA		273.57		100.00%
RESIDENTIAL	567	115.07	23.09	42.06
Mobile Home	(8)	(2.84)	(.57)	(1.04)
Single-Family	(375)	(96.58)	(19.38)	(35.30)
Multi-Family	(184)	(15.65)	(3.14)	(5.72)
COMMERCIAL	142	38.39	7.70	14.03
Residential	(123)	(19.79)	(3.97)	(7.23)
Retail	(2)	(.92)	(.18)	(.34)
Service	(17)	(17.68)	(3.55)	(6.46)
INDUSTRIAL	13	42.10	8.45	15.39
Light	(6)	(6.02)	(1.21)	(2.20)
Heavy	(7)	(36.08)	(7.24)	(13.19)
QUASI-PUBLIC	7	7.78	1.54	2.81
Church	(5)	(7.11)	(1.43)	(2.60)
Fraternal	(2)	(.57)	(.11)	(.21)
Cemetery				
PUBLIC		70.33	14.11	25.71
City		(2.42)	(.49)	(.88)
County		(.11)	(.02)	(.04)
State				
School		(65.05)	(13.05)	(23.78)
Park		(2.75)	(.55)	(1.01)
TRANSPORTATION		77.39	15.53	
Roads		(73.44)	(14.74)	
Railroad		(3.95)	(.79)	
Airport				
VACANT LAND		110.76	22.23	
Platted Lots	287	(81.69)	(16.39)	
Vacant Land		(29.07)	(5.84)	
AGRICULTURE		36.63	7.35	
Timber				
Pasture		(31.59)	(6.34)	
Orchards/Crops		(5.04)	(1.01)	

NET AREA = Gross Area Less Roads and Railroads
NET DEVELOPED AREA = Net Area Less Vacant Land and Agriculture
SOURCE: B 38 and City of Creswell

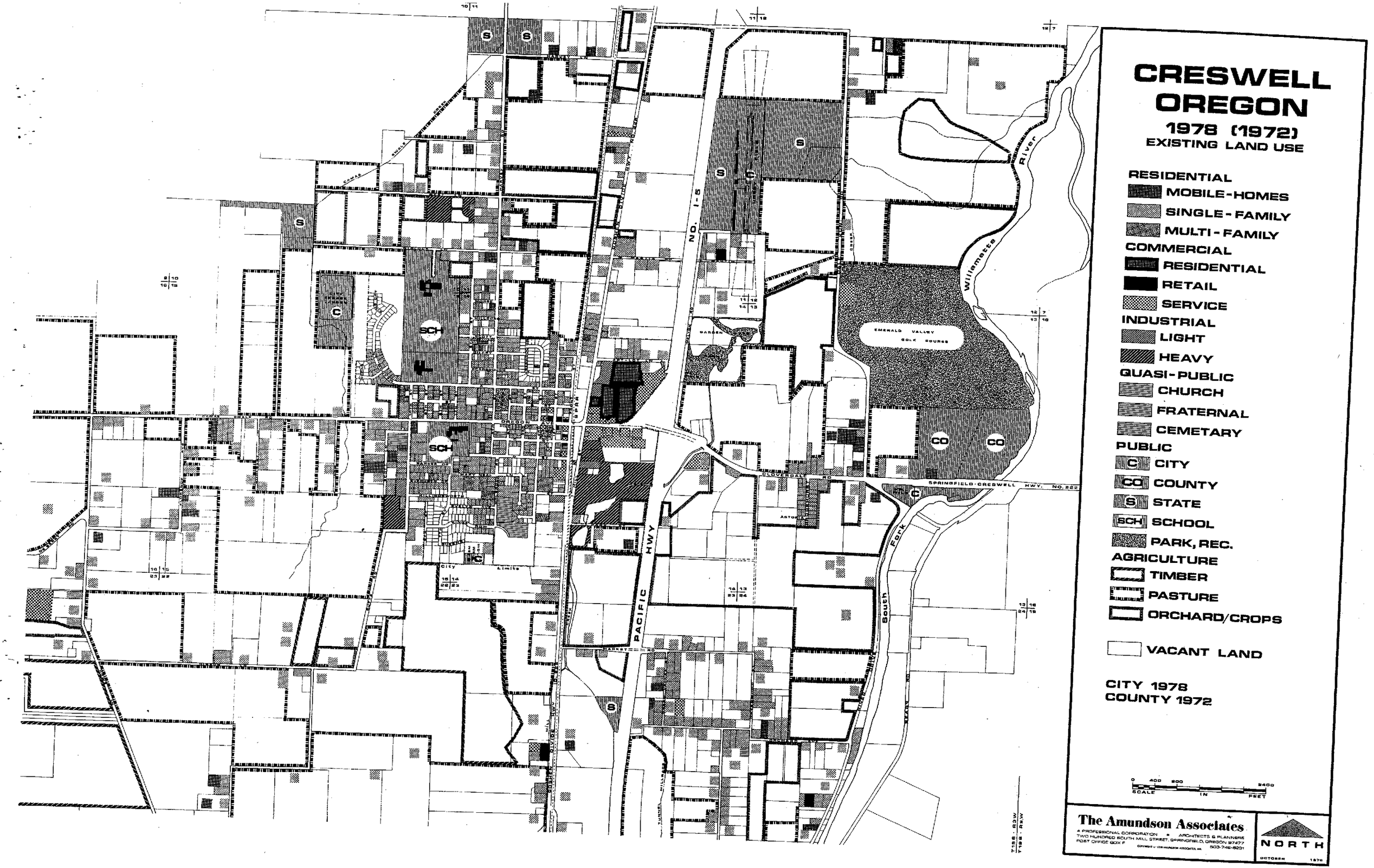

CRESWELL
OREGON
1978 (1972)
EXISTING LAND USE
RESIDENTIAL
MOBILE-HOMES
SINGLE-FAMILY
MULTI-FAMILY
COMMERCIAL
RESIDENTIAL
RETAIL
SERVICE
INDUSTRIAL
LIGHT
HEAVY
QUASI-PUBLIC
CHURCH
FRATERNAL
CEMETARY
PUBLIC
C CITY
CO COUNTY
S STATE
SCH SCHOOL
PARK, REC.
AGRICULTURE
TIMBER
PASTURE
ORCHARD/CROPS
VACANT LAND
CITY 1978
COUNTY 1972
SCALE IN FEET
The Amundson Associates
A PROFESSIONAL CORPORATION • ARCHITECTS & PLANNERS
TWO HUNDRED SOUTH MILL STREET, SPRINGFIELD, OREGON 97477
POST OFFICE BOX F
503-746-8231
NORTH
OCTOBER 1979
Willamette River
South Fork
PACIFIC HWY
NO. I-5
EMERALD VALLEY GOLF COURSE
SPRINGFIELD-CRESWELL HWY. NO. 222
CLOVERDALE RD
ORIGON AVE
City Limits
T18S - R3W
T19S - R3W

TABLE No. 15

1981 LAND USE STATISTICS - CITY OF CRESWELL, OREGON

	Acres	% of Gross Area	% of Net Dev. Area
GROSS AREA	507	100	
NET AREA	421		
NET DEVELOPED AREA	309		100
RESIDENTIAL	135	16.6	43.7
Mobile Homes	(21)	(4.1)	(31.7)
Single-Family	(98)	(19.3)	(1.0)
Multi-Family	(13)	(2.6)	(6.8)
Duplex	(3)	(.6)	(4.2)
COMMERCIAL	30	5.9	9.7
Retail	(12)	(2.4)	(3.9)
Service	(18)	(3.5)	(5.8)
INDUSTRIAL	57	11.2	18.4
Manufacturing	(56)	(11.0)	(18.1)
Transportation, Communication and Utilities (Private)	(1)	(.2)	(.3)
QUASI-PUBLIC	13	2.6	4.2
Religious	(13)	(2.6)	(4.2)
Fraternal	*	*	*
Cemetery	*	*	*
PUBLIC	74	14.6	23.9
Government	(2)	(.4)	(.6)
Education	(64)	(12.6)	(20.7)
Parks	(8)	(1.6)	(2.6)
TRANSPORTATION	86	17.0	
UNDEVELOPED	112	22.1	
Agriculture	(27)	(5.3)	
Vacant	(85)	(16.8)	

* = Less than .5 Acres
NET AREA = Gross Area Less Transportation
NEW DEVELOPED AREA = Net Area Less Vacant Land and Agriculture
SOURCE: Lane Council of Governments, Geographic Data Base, 1/1/81 and City of Creswell

In 1971, Creswell was predominately a residential community, with the majority of all city land, 36.8 percent of the gross area and 77.6 percent of the net developed area, in residential use.

In 1978, 115.07 acres of residential land and 19.79 acres of commercial residential (mobile home parks), results in approximately 12 persons per acre using the 1977 certified population. Creswell is still predominately a residential community, however, the net developed area in residential use in 1981 had been reduced to a little under 44 percent. This has come about through division of larger residential lots, addition of multi-family units, mobile home parks and conversion of formerly inventoried residential land to other uses.

Existing residential zoning covers 89 acres of vacant land. Allowing 25 percent of the vacant residential land for roads, it may produce an additional 378 lots at five lots per acres for future development. Utilizing 1980 figures of 2.64 persons per household, an additional population of 1/998 may be accommodated at single-family density. Assuming that some future development will occur at higher densities than five lots per acre, this figure actually represents the lower range of future population that may be accommodated on vacant lands currently zoned as residential.

Commercial - Retail and commercial services for Creswell and the local market area are concentrated between the railroad and I-5, along Oregon Avenue, along Oregon Avenue between 2nd and Front Streets and south along Highway 99, between Oregon Avenue and "F" Street. Approximately 30 acres of retail and service commercial land serve an estimated Planning Area population of 6,200 (1980 U.S. Census, Tract #11). This represents a decrease of approximately 22 percent from the amount of commercial land as indicated in the 1978 data. However, 20 acres of the land considered commercial in 1978 was categorized as "Commercial residential." This figure primarily represents mobile home parks, which were considered in the Residential category in the 1981 data. Thus, the apparent decline in commercial acreage from 1978 to 1981 does not reflect an actual decrease in the acreage committed to retail and service commercial activities. Current data does indicate a significant increase in retail commercial acreage since 1978, from just under one acre to twelve acres.

Within the city limits small lots and diverse ownership present problems to current trends in commercial development with respect to providing adequate off-street parking, entrance and exits, design and development flexibility and the ability to incorporate landscaping and other amenities to produce an improved commercial environment. Within the currently zoned commercial district, 12 acres of vacant land exist to accommodate commercial growth and expansion.

To overcome identified commercial problems will require assembling smaller land units in order to provide parcels that offer design flexibility and the ability to upgrade the overall commercial environment and/or the provision of additional areas of vacant land for commercial use. The latter is particularly critical with regard to expanding tourist and highway oriented commercial functions.

Industrial - Between 1971 and 1978, land within the City of Creswell devoted to industrial activities increased 600 percent. This came about through

expansion of existing industries and the addition of new light industrial functions. However, the principal reason for the marked increase in industrial land use has been the 1978 annexation of developed and vacant ownerships of Cress-Ply Company (6.44 acres) and Mazama Timber Products, Inc. (44.74 acres). From 1978 to 1981, land within the City limits devoted to industrial uses increased approximately 36 percent, from 42 acres to 57 acres.

Major industrial activities, to include Mazama Timber, are principally confined to the area between the railroad and I-5, south of Oregon Avenue. Some additional industry is located along Highway 99, north of Oregon Avenue, Cress-Ply at the southwest corner of the City and Willamette Poultry, just outside of the City, north of the high school.

The combination of Highway 99 and parallel Southern Pacific Railroad line, provide an excellent transportation base for industrial uses. This in combination with a considerable amount of vacant land between the railroad and I-5, north and south of Oregon Avenue, offers distinct possibilities to provide adequate areas for industrial expansion, based on the industrial development objectives of the community.

Quasi-Public - Five churches, two fraternal and/or service organizations, privately operated library and museum are contained in this category, with the majority being located in the southern portion of the City. Two of these activities, the library and Creswell Historic Museum, are housed in identified historical structures, which are operated and maintained by non-profit corporations, thus perpetuating and preserving these historic buildings.

Public - Governmental agency land use, to include City, County, school and park functions, account for a little over 14 percent of the total City area and 24 percent of the net developed area. This represents a 196 percent increase in publicly used land since 1971. Three school sites encompass the majority, or a little under 21 percent of the net developed area.

City park and recreations uses within the City account for approximately eight acres of land, including the developed Harry Holt Memorial Park adjacent to the City Hall and the undeveloped park site at 5th and "A" Streets. This provides a 1981 population-park land ration of one acre per 235 population.

Other major public uses, such as the City wastewater lagoon, Municipal Airport (Hobby Field), Garden Lake Park, Willamette River well field and City reservoirs are currently outside the city limits.

Transportation - Land devoted to street and road right-of-way and railroad, represents 17 percent of the total City area, down approximately 3 percent since 1971. This has come about by some street vacations, however, it is apparent that land holdings of the railroad, other than that actually devoted to right-of-way and trackage, were included in the 1971 land use inventory, while inventoried in actual use or being vacant in 1978 and 1981.

The rather low amount of land devoted to streets in relationship to useable land, mainly results from larger than normal and longer City blocks, plus large sites developed without internal publicly dedicated circulation ways. Examples are school sites, freeway oriented commercial development at the

interchange, mobile home parks and heavy industry, south of the interchange. With adequate traffic circulation and access, this pattern of development offers better utilization of land resources.

Vacant Land - Vacant land consists of a little under 22 percent of the total City area, representing approximately 112 acres. The great majority of this vacant land is currently zoned for residential development (see Buildable Lands Inventory Technical Supplement). This vacant land includes 270 vacant lots, most of which is both zoned and designated in the plan for residential uses.

Vacant land as a portion of the total City, to include some 102 acres annexed since 1971, is only 17 percent of the City, compared to 33 percent in 1971. This reflects the growth and expansion occurring in Creswell and is indicative of the rate of land consumption to accommodate this expansion.

Vacant land areas currently within the County and adjacent to the City are important resources for accommodating necessary community functions. These include the area south of the City, northwest around the High School, north and south of Oregon Avenue between the railroad and I-5 and adjacent to the interchange, east of I-5.

Agricultural Land - Agricultural land use within the City is minimal, some 36 acres or a little over seven percent of the City area. Statistics gathered by the United States Department of Agriculture in 1979 indicate that there were 158 acres in agricultural production within the Creswell Urban Growth Boundary. Wheat, pasture, corn and livestock were the prodominate uses within this agricultural acreage. Another 80 acres devoted to the raising of beans, corn and beef lie adjacent to the urban growth boundary.

1971, 1978 and 1981 Land Use Comparison - Comparing Tables No. 13, No. 14 and No. 15 in conjunction with the existing land use map, the following trends and/or facts are identified:

1. The City area increased 93 acres, or 23 percent, through annexation from 1971 to 1978. An additional nine acres were annexed from 1978 to 1981, representing a two percent increase in area since 1978.

2. Residential use as a portion of the total City area decreased 13 percent from 1971 to 1978, reflecting both an increase in other types of land use and the utilization of smaller land parcels to accommodate residential development. From 1978 to 1981, however, residential use as a portion of the total city area increased by four percent. This increase can be accounted for by the inclusion of mobile home parks in the Residential category in 1981, included in the Commercial category in the 1978 data.

3. Significant increases in the amount of land devoted to retail commercial activities occurred between 1978 and 1981 from one acre to twelve acres. Much of this growth has occurred in the vicinity of the Freeway Interchange.

4. Industrial use increased in area by 600 percent from 1971 to 1978, primarily through annexation of existing industrial development

adjacent to the City. An additional 15 acre increase (36 percent) in industrial land occurred between 1978 and 1981.

5. Public use activities increased as a portion of the total city area by 196 percent from 1971 to 1981.

6. A significant reduction in available vacant land has taken place during this ten year period, even though considerable acreage has been annexed to the City. Vacant land area has decreased from 134 acres in 1978, and from that to 112 acres in 1981. This indicates the pace of Creswell's development and considerable amounts of existing development adjacent to the City which has desired full urban services of the City.

H. PUBLIC PROGRAM AND FACILITIES

Government

Municipal government for the City of Creswell is in the form of the "Mayor-Council Plan", under provisions of the City Charter. City business is conducted by the mayor and six councilmen at scheduled meetings held the first Monday after the first Tuesday of each month. Councilmen are also selected and appointed to serve on supplemental committees, which are health, water, police, streets, finance and judiciary. An independent Budget Committee, composed of six lay persons provides budgetary recommendations for municipal operation and capitol financing.

A seven member Planning Commission, appointed by the Mayor under the provisions of ORS 227.020, is responsible and advisory to the City Council for matters pertaining to City planning and development. The Planning Commission conducts its business at regularly scheduled meetings held on the third Thursday of each month. The Commission is also responsible for administering adopted ordinances. In addition, the Planning Commission serves jointly with the City Council as the Citizen's Involvement Committee (CIC), the organizational base for the Citizens Involvement Program, as approved by LCDC on March 19, 1976.

Creswell is a participating member of the Lane Council of Governments (L-COG), which functions as the local governmental planning and coordinating agency for all of Lane County.

The Creswell City Hall and Fire Station Building, located at Oregon Avenue and First Street, provides for the majority of local governmental functions (City offices, Town Hall, Sheriff's Office and Fire Department).

Library

Library services are currently provided by the Creswell Civic Improvement Club, operating from a relocated building which was constructed in 1874-75, as Creswell's first school. The current library collection contains between three and four thousand volumes. Financial support for operation and maintenance is obtained from community donations, with the City of Creswell providing $200.00 annually.

Library support services are provided twice a month by the Lane County Bookmobile. Additional library access is provided by Lane Community College Library and the University of Oregon in Eugene.

In-city library service is limited, particularly in the areas of periodicals and newspapers. Due to the nature of service club library operation and limited financing, expansion of the book collection and additional programs are difficult to provide.

Community Center

Completed in 1981, this is a multi-purpose structure designed to meet a broad range of community and organizational needs for activities, meetings, education and recreation. The Center is located adjacent to the City Hall on the corner of First and "C" Streets.

Law Enforcement

The Lane County Sheriff's Department provides law enforcement services for Creswell and vicinity under contract. Currently, the City funds two deputies and the County one, which patrol and respond to within a five mile radius of the City. Detention facilities are provided through contract with the City of Cottage Grove.

Fire Protection

The Creswell Rural Fire Protection District provides fire protection and prevention services to the City of Creswell and to approximately 64 square miles of surrounding area. The District currently operates out of one fire station adjoining the Creswell City Hall, which accommodates apparatus, office/classroom/meetings, kitchenette and dormitory functions. The district is staffed and operated by a volunteer force of 25, which includes 8 men trained for Emergency Medical Technicians. The District currently maintains and operates three pumpers, two tank trucks and one emergency equipment vehicle. Fire insurance rating for the City is 6, 8 within five five miles of the City limits and 9 beyond the five mile limit.

Continuing concerns with respect to fire protection for the City of Creswell revolve around:

1. Maintenance and/or upgrading of water system storage and transmission facilities to adequately meet fire-flow requirements of an expanding urban area.

2. Ability of an all volunteer department to meet operational requirements, as service needs expand in a growing community.

3. Upgrading of equipment, support facilities and training to improve the level of fire protection, as well as reduced fire insurance rates for an expanding city.

Public Works

The Public Works Department is organized to provide services in water, health (sewers) and streets. The department is staffed by three full-time City employees working in support of all department functions. Currently, department services are restricted to operations and maintenance, with major maintenance and improvement projects handled under contract.

Public Works base facilities are provided by a 4-bay shop and warehouse, constructed in 1970, located at 5th and Oregon Avenue, and additional storage is provided by two older buildings.

Water Department-Creswell is presently served by two well fields east of the City, one along Melton Road in Garden Lake Park and the second along Cloverdale Road on City property bordering the Willamette River. Most wells are drilled to a depth of under 150 feet, with flows from the Melton Road and Cloverdale Road well fields around 430 and 450 GPM, respectively. Current water treatment consists of chlorination. Storage of municipal water is provided by two reservoirs located on the north side of Creswell Butte, with a capacity of 720,000 gallons, and a recently completed (1980) 500,000 gallon reservoir in the same location, with a total storage capacity of approximately 1,220,000 gallons.

In addition to the City of Creswell, the municipal water system provides the following service:

1. Approximately 12 rural residential units along Dale Kuni and Cloverdale Roads and 18 units in Brookhurst subdivision, from the well field 8-inch transmission main.

2. North Pacific Highway Cooperative Water Association, approximately one mile north along Highway 99. This District provides 40 service connections.

4. Willamette Poultry Company and Emerald Valley Golf Course.

Other than the above described service areas, current municipal policy restricts water service to within the corporate city limits.

Current system limitations consist of:

1. Three thousand population for potable water consumption and 2,000 population for summer irrigation.

2. Need for selective replacement of old piping.

A City Water System Master Plan for expansion consists of four basic elements to handle the demands of community growth, which are:

1. Additional short-term water source from existing well fields and an eventual water treatment plant utilizing water from the Coast Fork of the Willamette River.

2. Additional reservoir capacity.

3. Water main loops to grid the service area.

4. Filling in of mains to complete loops and to serve growth areas.

Sewer Department - Creswell provides a sewerage collection and treatment system, composed primarily of gravity flow mains, with pressurized mains in two locations. Treatment of wastewater occurs in a single 10-acre stabilization pond, followed by chlorination, with year around discharge into an unnamed tributary of Camas Swale Creek. Design capacity of the treatment facility is approximately 1,900 equivalent population. Present City sewer service policy is to extend existing mains or provide service only within the City limits and serve areas outside the City on a contractual annexation basis.

New paragraph 25 per Ord. 230

Current effluent concentrations for BOD and suspended solids exceed DEQ discharge permit standards. DEQ permit standards require zero discharge from June 1 to October 31 and the following for the remainder of the year:

	Monthly Average
BOD_s mg/I	30
Total Suspended Solids	30
Fecal Coliform /100 mI	200
Chlorine Residul mg/I	1
PH	6.0-9.0

Creswell currently has an agreement with DEQ to commence work on upgrading of the wastewater treatment facility. This consists primarily on enlarging the existing lagoon and elimination of storm water infiltration.

Master Planning for future wastewater treatment expansion, as delineated in the updated Facilities Plan Report (FPR) adopted as City policy on May 23, 1982, consists of the following elements:

1. Existing stabilization lagoon to be expanded to a total of four waste stabilization cells. An overland flow system is under consideration to dispose of effluent from November 1 to May 31. Sufficient holding capacity is to be provided within the four cells to allow zero discharge from June 1 to October 31 and serve a year 2000 design population of 4,500 plus the equivalent population of 170 students.
2. A second wastewater treatment facility to serve existing and future development east of the Interstate Highway is in the planning stage. Preliminary engineering has been initiated for the facility. The wastewater treatment facility will most likely be comprised of a number of lagoons with treated effluent to be discharged to land application. Phased construction of treatment cells will accommodate development as it occurs, eventually supporting a design population of 3,400.

Street Department - The department maintains public improvements and regulatory facilities within City public right-of-way. All public streets within the City provide at least a two inch thick paved surface, with minimal gravel shoulders and open drainage ditches and/or fragmented sub-surface storm drains. Local Improvement Districts and new construction fronting on public

streets are bringing segments of the street system up to full urban street standards. All new land development is providing urban standard streets.

The Oregon State Highway Division and the City have established a "typical section" for improvement of the Goshen-Divide Highway, which is a required frontage improvement at such time that a developer requests highway access.

Due to the varying state of street drainage improvements, rather flat terrain in portions of the City and the lack of a master plan for storm drainage, localized drainage problems exist. Also, some street segments are deficient in right-of-way width to accommodate required street improvements.

Solid Waste

Solid waste removal is provided on a weekly basis, by a private franchised operator, utilizing enclosed, compactor-type equipment. Solid waste is transported to the Lane County Sanitary Land Fill, north of Cloverdale Road, adjacent to the Willamette River. County Solid Waste Management estimates that this land fill will be capable of serving Creswell for approximately four years. At such time that the existing landfill site reaches capacity, the Lane County Solid Waste Management Plan provides for operation of a solid waste transfer site, to be located between Creswell and Cottage Grove, ultimately serving both cities.

Emergency Medical Aid and Ambulance Service

The Creswell Rural Fire Protection District provides emergency aid services within its district. The District maintains eight men trained for Emergency Medical Technicians and they are supported by an emergency equipment vehicle. Ambulance service is provided by the Cottage Grove Fire Department.

In addition to the above emergency services, a medical clinic provides five days per week services for the City and surrounding area. A full range of medical, dental, hospital and support laboratories are located 10 miles to the north in the Eugene-Springfield Metropolitan Area.

Civil Defense

The Veteran's of Foreign Wars building is designated as the community disaster center.

Parks and Recreation

A former school site, located between 4th and 5th north of Oregon Avenue, is owned by the City is designated for park use. This site contains a little over two acres and temporarily houses School District No. 40 Administrative Offices, a tennis court, playground equipment and picnic areas.

East of the freeway, along Melton Road, the City owns a little under 33 acres of former borrow pits, which now form man-made lakes within the Hills Creek drainage system. This area is designated Garden Lake Park and is currently being developed by Master Plan as a community park, to include public restrooms, storage, picnic facilities, natural areas and trails and play

fields. This site also contains the second well field, providing water source for the municipal system.

Related Recreation Facilities and Open Space

Emerald Valley Golf Course is located just east of Creswell on Dale Kuni Road, adjoining the Willamette River. The facility encompasses 167 acres, providing 18 hole golf, a driving range and is supported by a clubhouse containing a cafe, cocktail lounge and pro-shop. A new restaurant, health club building has been built which provides full dining facilities, banquet facilities for 500, conference rooms, lounge, and a health club with exercise rooms, saunas, whirlpool and swimming pool. An expansion of this recreation/sports complex is planned which will include time share condominiums, a resort motel, tennis courts, racket ball and other sports facilities.

The Willamette River Greenway will provide a variety of recreational and open space opportunities, including parks, trails, boat launching sites and scenic river corridors. As of mid-1974, approximately 460 acres of land with 28,000 front feet along the Coast Fork Willamette River has been purchased.

Under School District No. 40 policy, building and field facilities are available for community and patron use, when such use does not conflict with scheduled educational programs. These buildings and field facilities include Creslane Elementary, Creswell Middle and Creswell High Schools.

Additional in-city recreation and open space has been provided in conjunction with recent private commercial and residential developments. These include the mobile home park and a commercial campground in the northwest quadrant of the I-5 Interchange and multi-family housing along "F" Avenue.

Historical Areas, Sites, Structures and Objects

Historical considerations have been identified from historical research by the Creswell Area Historical Society and the current president of that organization. The following are identified historic considerations:

1.0 Library Building

1.1 Date: C. 1874-75
1.2 Location: Second Street and "D" Avenue, originally located on old school site, between 4th and 5th north of Oregon Avenue.
1.3 Condition: Structurally sound but in need of preventative maintenance.
1.4 Significance: First school building constructed in Creswell.
1.5 Present Status: Owned by Civic Improvement Club and operated as a City Library.

2.0 Creswell Historical Museum

2.1 Date: 1889
2.2 Location: Fifth and Oregon Avenue
2.3 Condition: Structurally sound but in need of preventative maintenance.

2.4 Significance: Example of early area church architecture, original and first Methodist Church in the City.
2.5 Present Status: Owned by the Creswell Area Historical Society and operated by the Society as a museum.

3.0 Presbyterian Church

3.1 Date: 1906
3.2 Location: South 4th and "C" Avenue
3.3 Condition: Well maintained
3.4 Significance: Second church constructed in Creswell. An example of early local church construction.
3.5 Present Status: Utilized for church purposes.

4.0 Creswell Hardware Building

4.1 Date: 1909
4.2 Location: First and Oregon Avenue, northeast corner
4.3 Condition: Well maintained
4.4 Significance: Formerly Creswell Fruit Growers Bank, first bank in Creswell.
4.5. Present Status: Currently occupied by the Creswell Hardware Company (first floor).

5.0 Duane D. Hodges Landmark

5.1 Date: 1974
5.2 Location: S. Mill and Oregon Avenue, southeast corner
5.3 Condition: Well maintained
5.4 Significance: Memorial bronze plaque in honor of Duane D. Hodges, only navy crewman who died at the time time of the seizure of the U.S. Navy vessel Pueblo.
5.5 Present Status: Part of Creswell's memorial to soldiers killed in American wars.

6.0 Adam Schmitt House

6.1 Date: Late 19th Century
6.2 Location: 115 West "D" Street
6.3 Condition: Well maintained
6.4 Significance: One of the oldest standing residences remaining in Creswell.
6.5 Present Status: Residence

The Creswell Cannery, not among the above-listed historic structures, is on the State of Oregon Inventory of Historic Sites and Buildings. The City of Creswell, however, has found that this building currently has little historic significance and cannot be justified for protection.

The Creswell Cannery is not considered as a historic structure since it was only infrequently used to dry prunes. The original structure, which did not exhibit a unique architectural style or method of construction, has been

substantially altered and/or replaced. The present structure is in a deteriorated condition and cannot be meaningfully restored.

Major remodeling and demolition have been identified as representing the greatest potential conflict to the preservation of historic sites. While historic sites and structures provide economic and social benefits to a community, often these benefits may be outweighed by the financial or practical hardships involved in preserving their historic value. In Creswell, resolution of potential conflicts with historic preservation has been addressed by requiring a site review permit for the alteration and demolition of a designated historic site or structure.

The Creswell Historical Museum currently exhibits many objects of local history and is maintained and operated by the Creswell Area Historical Society. The society was established in 1972 as a non-profit organization and is self-supporting through its membership and their fund-raising activities.

Schools

Creswell School District No. 40 serves the City of Creswell and a surrounding District of some 69 square miles in area.

All school facilities are located within Creswell and consist of the following:

Creslane Elementary School (Grades 1 through 5) - Located on a 13.47 acre site containing 21 classrooms, library, District kitchen, multi-purpose gymnasium-cafeteria, offices, miscellaneous support space and out-of-doors field and play facilities. This school has an enrollment capacity of 450 students, with initial 1978-79 enrollment at 453 students.

Creswell Middle School (Grades 6 through 8) - Situated on a 16.29 acre site providing 14-15 teacher stations, library, shop, music room, gymnasium, offices, miscellaneous support space and out-of-doors field and play facilities. Initial 1978-79 enrollment was 268 students, with an enrollment capacity of approximately 274.

Creswell High School (Grades 9 through 12) - Located on a 39.54 acre site containing 21 teaching stations, shop, music room, gymnasium, multi-purpose room, instructional materials center, offices, miscellaneous support space and field and athletic facilities. Maximum enrollment capacity is 450 students, with 365 students enrolled for the 1978-79 school year.

District facilities have a total student capacity of 1,200 students, with initial 1978-79 school year enrollment at 1,086 or at 91 percent capacity, with Creslane Elementary School slightly over capacity.

School District No. 40 facilities and programs were the object of a 1977 Educational Facilities Expansion Study which assessed and programmed necessary facility upgrading and/or expansion to meet future student requirements, based on student loading for projected school years. Initial results of the study

was a 3-classroom addition to Creslane Elementary School. In addition, physical plant and program support deficiencies have been identified and incorporated in overall District recommendations, to upgrade the teaching environment and extend the useful life of all facilities.

Student projections for school year 1978-79 deviated by only four students for the elementary and middle schools, however, high school projections are 65 students higher than the 1979 enrollment. District evaluation of future student projections indicate a need to revise elementary projections due to increasing student numbers of first graders entering and a downward revision in high school projections due to decreasing student loading in all grades.

School District policy provides for community and patron use of building facilities and grounds, providing the outside activity does not interfere with District educational programs.

Lane Community College, through its Outreach Program, will provide adult education and high school course work instruction in the community, with a minimum course enrollment of 12 for non-credit and 15 for credit courses. The University of Oregon located in Eugene, offers the higher education opportunities of a liberal arts college.

I. TRANSPORTATION (LCDC 12)

Mass Transit

Greyhound Bus Lines provide two (2) southbound and northbound trips per day between Creswell and the Eugene-Springfield Metropolitan Area. Transit time is approximately 20-minutes and morning and evening schedules allow commuters the better part of the working day in either community.

Lane Transit District (LTD) has established a countywide mass transit authority. Creswell is currently outside the District's service area boundary, reflecting a limited ridership market.

Pipeline

Pipeline systems are currently limited to utility transmissions. At present there are no local resources or transportation demands which warrant consideration of Pipeline Transportation Systems.

Water

The Coast Fork Willamette River, is located a little over one mile east of Creswell. The river undoubtedly provided a means of transportation during the early development of the Willamette Valley, however, current transportation support is limited to water oriented recreation. Utilization of the river for transportation service is restricted due to seasonal fluctuations in stream levels and rapids.

Rail

Southern Pacific Transportation Company maintains and operates a rail system paralleling Highway 99. Freight service is provided daily. The existing system is capable of providing expanded service should future demands arise. AMTRAK passenger service is provided in Eugene.

Air

The City of Creswell owns a general aviation airport, which is leased to a private operator, northeast of the City between I-5 and Dale Kuni Road. The facility is located on a 28-acre site, parallel taxiway, paved apron, 55 T-hanger spaces and tie-down space. Support services include fixed based operation, flight instruction and charter, fuel facilities, unicom radio and administration and maintenance building. Currently, there are 74 aircraft based at the airport.

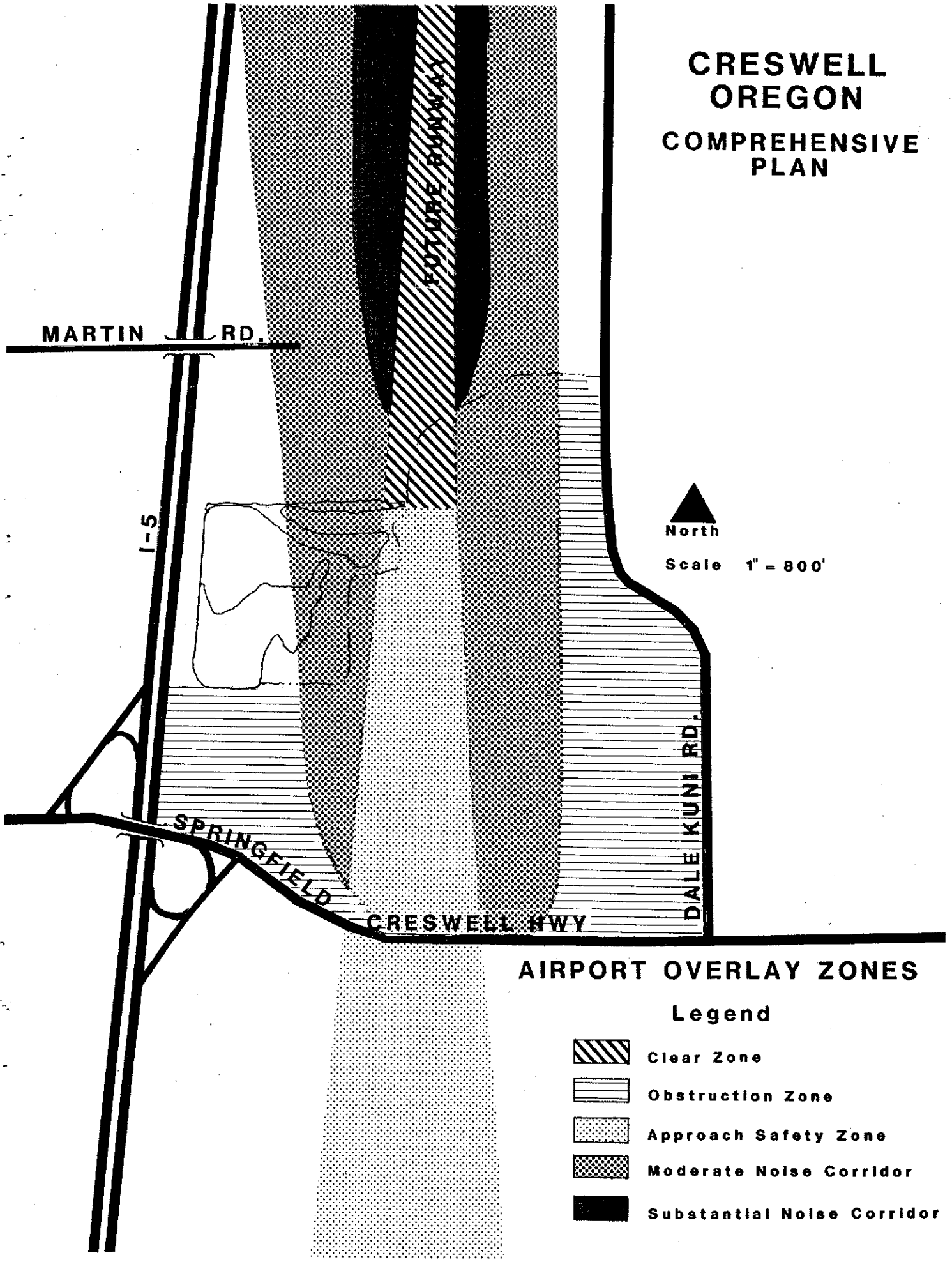
The Oregon Aviation System and National Airport System Plans classify the airport at F2/BU (F2-Medium Density Operation, 20,000 to 100,000 aircraft operations annually and BU, Basic Utility). The airport functions primarily as a community access airport and general aviation support for the Eugene-Springfield Metropolitan Area, providing an alternative facility to Mahlon Sweet Field located in Eugene.

A Regional Airport System Study, prepared by Lane County, proposes expansion of the site and upgrading of facilities, with expansion capabilities to provide a general utility airport. Principal concerns for this transportation facility are (1) protection of the airport from encroachment of incompatible land uses and (2) protection of clear and approach zones at each end of the runway.

The Creswell Zoning Ordinance's Airport Subzone has been developed to safeguard land uses adjacent to the airport from noise and hazards associated with airport operations. This subzone is also intended to protect existing uses and potential expansion of the airport from incompatible uses. The application of the various overlay zones of the Airport Subzone, and permitted and conditional uses they allow, shall be determined by reference to the plate entitled "Creswell Oregon, Comprehensive Plan, Airport Overlay Zones."

Highway/Road/Street

The principal ground transportation facility serving regional and inter-state traffic is Interstate 5 (I-5), east and adjacent to Creswell. A single interchange is provided at the junction of Oregon Avenue, principal business street of Creswell, and Cloverdale Road/Springfield-Creswell Highway No. 222 of the state system. Highway No. 222 continued east and connects to the Willamette Highway (Oregon 58) in Pleasant Hill. Oregon Avenue continues westward and connects with the Loraine Highway. The Goshen-Divide Highway No. 226 (U.S. 99), runs parallel and west of I-5, linking the commercial center of the city with Goshen and Cottage Grove. These highway systems provide the skeletal framework for vehicular traffic, connecting Creswell with regional centers of activity and providing access to inter-state movements.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COMPREHENSIVE
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I-5
North
Scale 1" = 800'
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SPRINGFIELD
CRESWELL HWY
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Obstruction Zone
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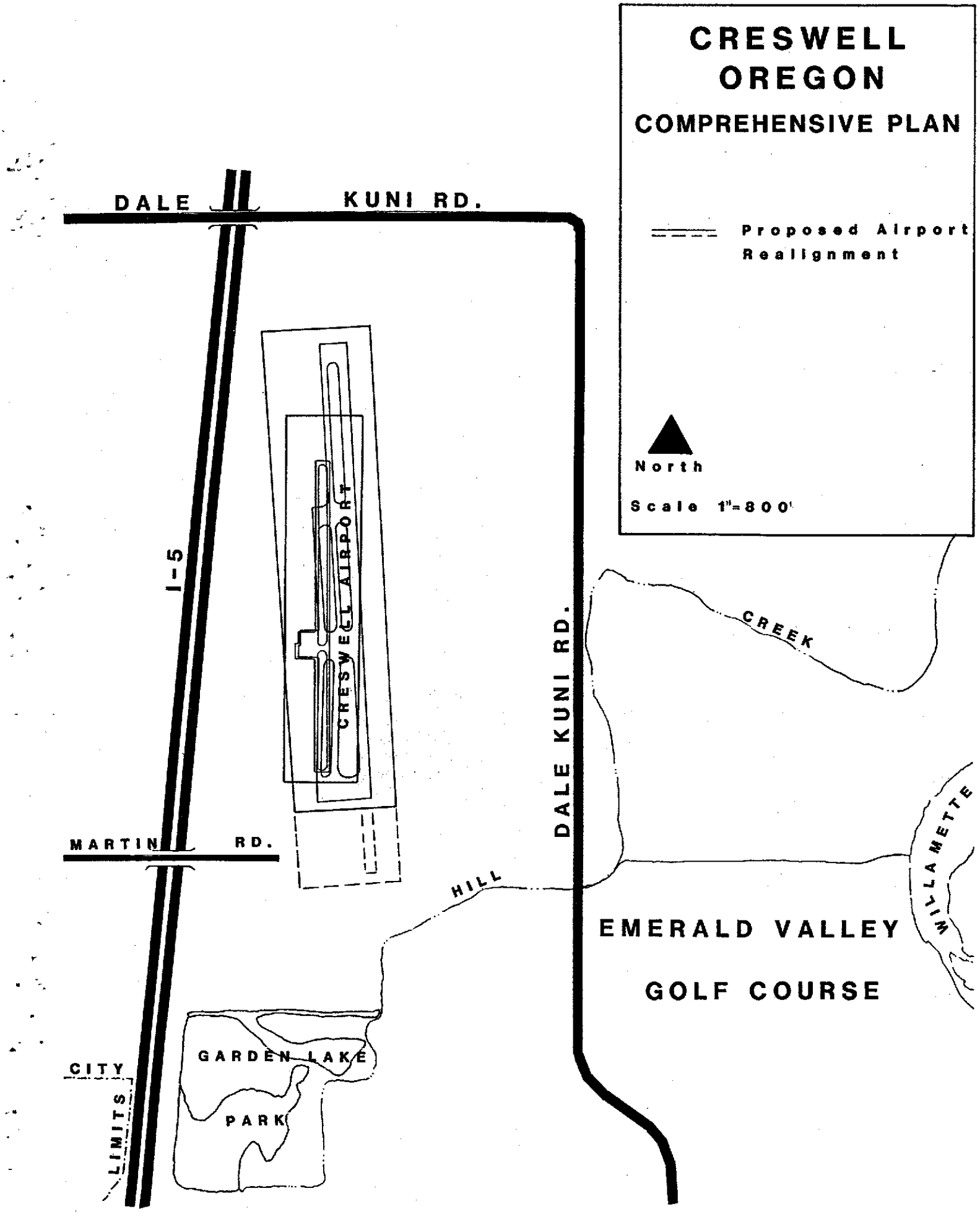
Moderate Noise Corridor
Substantial Noise Corridor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Proposed Airport Realignment
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CREEK
MARTIN RD.
HILL
MILLAMETTE
EMERALD VALLEY
GOLF COURSE
GARDEN LAKE
PARK
CITY
LIMITS

TABLE No. 17

1970-76 AVERAGED DAILY TRAFFIC (ADT) VOLUME - PACIFIC HIGHWAY NO. 1 (I-5)

Mile Post	Location	1970 ADT	1976 ADT
183.13	0.30 mile North Springfield Creswell Highway	15,900	21,200 (+33.32)
182.53	0.30 mile South of Springfield Creswell Highway	14,600	19,000 (+30.15)

Source: B13

Interstate 5, at the Creswell interchange has experienced over 30 percent increase in traffic volume from 1970 to 1976 (Table No. 17) while traffic utilizing the interchange has increased 69 percent. This single interchange serving Creswell, is the principal community connection to commuter employment centers, providing access to local industry, the airport and regional recreational facilities. It is evident, based on the local growth rate, future growth potential and only one local interstate connection, that the Oregon Avenue interchange is destined to become congested.

Goshen-Divide Highway (Old Pacific Highway), paralleling I-5 west of the railroad, provides an alternate north-south link with Goshen and Cottage Grove. This highway is estimated to have a capacity of between 8,000 and 10,000 vehicles per day at an average speed of 55 m.ph. with two 12-feet lanes. Table No. 18 indicates traffic volume trends for the past six years for the Goshen-Divide Highway. The table indicates moderate traffic volume increases outside the city limits of Creswell, which are well below capacity. However, the segment crossing the railroad, before turning south has experienced a 70 percent increase in traffic volume and indicates a highly congested situation. This is brought about by the intersection of the City's principal traffic carriers, inter-change of traffic, the railroad and channelization and signalization to accommodate desired movements.

TABLE No. 18

1970-76 AVERAGE DAILY TRAFFIC (ADT) VOLUME - GOSHEN-DIVIDE HIGHWAY NO. 226

Mile Post	Location	1970 ADT	1976 ADT
5.41	North City limits of Creswell	1,850	2,050 (+10.8%)
5.73	0.01 Mile North of Springfield Creswell Highway	1,950	2,300 (+17.9%)
5.75	0.01 Mile West of Springfield Creswell Highway	4,400	7,500 (+70.4%)
5.78	0.01 Mile South of Oregon Ave	3,100	4,000 (+29.0%)
5.84	0.01 Mile South of "C" Ave	2,550	3,000 (+41.6%)
6.01	South City Limits of Creswell	2,700	2,900 (+ 7.4%)
6.54	0.01 Mile North of Road to Cloverdale	2,200	2,400 (+ 9.0%)
6.56	0.01 Mile South of Road to Cloverdale	1,850	2,100 (+13,5%)

Source: B13

Springfield-Creswell Highway (Cloverdale Road), has shown a marked increase in traffic volumes, immediately east of Creswell. This may be attributed to increased development east of the freeway and connection with Highway 58, providing a "cut-off" connection to I-5. The design capacity of this facility is estimated to be between 10,000 and 12,000 vehicles per day. Table No. 19 indicates traffic volume increases for a six year period. Just east of the Goshen-Divide Highway, traffic volumes for the six year period have recorded a 77 percent volume increase, which includes all I-5 interchange with the southbound leg of the freeway. Further east, traffic volumes have shown a 45-48 percent increase, with a 39 percent increase at the Willamette River Bridge. Generally traffic volumes are well below design capacity, however the traffic volume on the segment in and about the Creswell interchange is approaching indicated capacity.

TABLE No. 19

1970-76 AVERAGE DAILY TRAFFIC (ADT) VOLUME - SPRINGFIELD CRESWELL HWY. 222

Mile Post	Location	1970 ADT	1976 ADT
13.67	Coast Fork Willamette River Bridge	1,150	1,600 (+39.1%)
13.88	0.01 Mile West of Dale Kuni Road	1,450	2,150 (+48.2%)
14.39	0.20 Mile East of Pacific Highway (I-5)	1,650	2,400 (+45.5%)
14.75	East City Limit of Creswell 0.13 mile East of Goshen-Divide Hwy. (US 99)	3,150	5,600 (+77.7%)

Source: B13

There are currently no improvements listed in the Six-Year (1976-82) Highway Improvement Program for state highways within the Creswell urbanizing area.

Roads - County roads connecting to the Goshen-Divide and Creswell-Springfield Highways and City street system, provide the basic transportation skeleton within the planning area. These roads are generally adequate at the present time, with traffic volumes well below estimated capacities of 5-8,000 vehicles per day. Table No. 20 presents County road traffic volumes and use trends. For the four year period reported, the percentage of traffic volume increase is greatest for Butte Road, River Road, Dale Kuni Road and Orchard Avenue. This reflects an increase in activities along these roads, particularly east of the freeway.

Streets - City streets which support access to service of abutting lands, vary in improvement standards. A great deal of City right-of-way is improved with only a paved running surface, gravel shoulders and open drainage ditches. Some areas are upgraded in piece-meal fashion toward full urban standards, with the inclusion of storm drainage, curb and gutter and/or sidewalks. All recent land development has been required to construct streets to full urban standards. In addition, spot redevelopment and/or local improvement districts have upgraded street segments to full urban standards.

Some streets contain segments of inadequate right-of-way, a problem which must be addressed at the time of land development or redevelopment.

Current and historic traffic volume data is not available for City streets.

TABLE No. 20

LANE COUNTY ROADS

1973 AND 1977 AVERAGE DAILY TRAFFIC (ADT VOLUMES)

Roads and Location	1973 ADT	1977 ADT	Percent Increase
Camas Swale Road			
W. of Butte Road (City Limits)	1,530	1,700	+11.1%
E. of Howe Lane	1,220	1,500	+23.0%
E. of Sher Khan	430	560	+30.2%
Harvey Road			
W. of Highway 99	470	600	+27.6%
N. of Niblock Road	700	940	+34.2%
N. of Creswell City Limits	1,000	1,200	+20.0%
Butte Road			
S. of Camas Swale Road	460	700	+52.1%
E. of Gibson Lane	230	300	+30.4%
E. of Howe Lane	100	150	+30.0%
Market Road			
E. of Highway 99	800	820	+ 2.5%
E. of Green Valley Street	340	340	-
Green Valley Street			
S. of Market Road	470	470	-
N. of Orchard Avenue	360	520	+44.4%
Greenwood Street			
S. of Market Road	230	250	+ 8.7%
River Road (Avenue)			
E. of Highway 99	270	500	+85.1%
E. of Davidson	240	440	+83.3%
S. of Orchard	230	400	+73.9%
S. of Cloverdale Road	390	550	+41.0%
Dale Kuni Road			
E. of Highway 99	300	450	+50.0%
N. of Cloverdale Road	270	400	+48.1%
Orchard Avenue			
E. of Greenwood Street	200	290	+45.0%
E. of Green Valley Road	450	400	-11.1%

Bicycle

Bicycle transportation, both as a form of basic transportation and for recreational purposes, is becoming a more important mode of people movement. This form of transportation has been recognized through State allocation of one percent gasoline taxes for construction of bicycle transportation facilities.

At the present time, Creswell does not provide any specific facilities for bicycle transportation. However, this transportation mode may be incorporated, through the designation of appropriate city streets for bicycle ways, use of sidewalks or construction of ways specifically for this purpose. Principal concerns for integrating a system of bicycle routes are:

1. Appropriate for local service requirements and ability to finance.

2. Serve major points of origin and destination.

3. Ideally, be separated from automobile traffic, but capable of accommodating pedestrian traffic.

Pedestrian

Provision for pedestrian movements is an important alternate transportation mode. This can become a problem area, particularly where such facilities are currently lacking within the City. The most important considerations for pedestrian movements are:

1. Provision of separated pedestrian ways in high density pedestrian and vehicular traffic areas, particularly commercial and school areas.

2. Separated pedestrian ways along major traffic carriers, such as highways, arterials and collectors.

3. Designated pedestrian crossing, with adequate safety measures for grade crossing of major highways, arterials and railroads.

4. Potential for combining bicycle and pedestrian way functions.

5. Provision of limited (bicycle and pedestrian) access to areas where vehicular traffic is to be excluded.

J. ENERGY CONSERVATION (LCDC 13)

Conservation of energy is essential ~~in order~~ to provide for future consumption, when confronted with limitations of non-renewable sources. When faced with source limitations, particularly in the area of fossil fuels, alternative sources and technologies become viable to accommodate energy requirements. Reduction of energy consumption also results in immediate economies through cost reductions.

Local government is currently rather limited in effectuating significant energy conservation impacts, due primarily to code restrictions and/or

requirements which are counter-productive to the conservation of energy. These fall primarily in the area of land use and land development regulations. However, even within the current art of land use regulation, certain broad considerations can influence energy conservation and these are:

Provide closer relationships between origin and destination points within the community and higher residential densities adjacent to major traffic arteries to achieve greater energy efficiencies.

Provide for higher density dwelling construction with common walls resulting in less overall heat loss through minimizing exterior wall exposure.

Provide for alternative modes of transportation, such as pedestrian and bicycle to conserve energy.

Encourage and provide for collection and recycling of waste materials.

Public educational efforts in the areas of energy conservation and alternative source technologies can influence the conservation of energy and alternative source development, particularly in the areas of heating, water use, lighting, cooling/refrigeration and other applicable areas.

Creswell Energy Source Assessment

Fossil Fuels. None are identified as being available in the immediate area. Availability is dependent upon transportation into the area from other source locations.

Wood and Wood By-products. Basically a renewable energy source, currently in good supply either on the land or as consumable by-product industries. This resource is available for space heating by proven methods, through improved technology of combustion chamber design and construction, which are acceptable under existing building codes.

Water. Water power is limited to the Coast Fork Willamette River, approximately one mile east of the City. Flat adjacent topography, in conjunction with an extremely flat stream gradient, suggest extremely limited water power potential.

Electricity. Electrical energy for Creswell and the surrounding area is delivered by Pacific Power and Light Company, from generating sources elsewhere. Accommodation of future load demands is to be provided by power purchases from the regional power pool, company constructed generating facilities and a company instituted electricity conservation program.

Gas. Northwest Natural Gas Company distributes gas to the City of Creswell, with approximately 75 percent supplies being developed in Canada. Based on current source development in Canada and untapped potential of the Alaskan field, natural gas supplies for increased load demands are more than adequate.

Wind. Wind data for the Creswell Area is unavailable, however, 1977 records from the Eugene Airport indicate an airport wind velocity of 7.4 mph, with gusts averaging 22 mph. This data is only suggestive of what wind conditions prevail in and around Creswell. Determining potential for utilization of local wind will necessitate local wind monitoring and assessment of wind for energy utilization.

Solar. Recorded solar exposure data for the local area is unavailable and Eugene Airport data is presented to suggest approximations of local conditions. During 1977, 55 (15.0 percent) clear days and 75 (20.5 percent) partly cloudy days, provided recorded sun exposure. Average monthly high temperatures ranged from 66.9 to 39.4 degrees, with four months of the year averaging 60°F or higher.

This data, in conjunction with some recent Willamette Valley applications of solar energy utilization, indicate potential application of solar energy use, primarily through heat collection and transmission for water and/or space heating.

Energy Conservation Measures

Residential Insulation and Weatherization is a proven cost-effective program alternative to the construction of new electrical generation facilities for Pacific Power and Light Company (PP & L). Taking into account increasing costs for all forms of consumer energy use, building insulation and weatherization upgrading can become a long-range cost effective measure for consumers through reduction of energy consumption in most building types.

The conservation measures employed in the PP & L residential program are established through their specific consumer-customer agreement, however, the essentials of the program are universally applicable to the conservation of energy and consist of:

1. Home (or consumer building) energy analysis.

2. Potential KWH savings calculated on recommended conservation corrective actions, which consist of:

   - Ceiling insulation up to R-38.

   - Floor insulation over unheated spaces up to R-19 and ground covers over crawl spaces.

   - Storm doors and windows or double glazing, as well as weatherstripping and caulking where required.

   - Duct insulation in unheated spaces.

   - Timed thermostats on forced air heat systems.

   - Water heater insulation in unheated space.

Planning for Energy Conservation involves establishing new directions in the application of energy use in buildings, transportation and services. Certain directions are feasible under existing land use regulations, however, to maximize energy conservation, greater flexibility in land development will be necessary. This is particularly true in approaching the use of solar energy. Proper lot orientation, that is southern exposure, is the key issue in capitalizing on available solar energy for heating.

The following land use and transportation considerations are presented as viable guidelines to achieve energy conservation:

1. Reduced Lot Size. To increase density and reduce travel time, distance and energy use. This may be simply accomplished through adoption of a Planned Unit Development (PUD) provision in the zoning ordinance, while accomplishing a detailed review and revision of existing development codes pointed toward all energy conservation concerns.

2. Building Setback Flexibility. To accommodate proper solar orientation in existing development, however, such flexibility or building location must be within recognized requirements for fire and life safety.

3. Fence Setback Flexibility ~~in order~~ to avert shading during winter months.

4. Protection of Solar Rights to insure continued solar exposure and prohibit shading by neighboring buildings or landscaping. Options are the adoption of an ordinance to insure provision of the necessary "solar exposure envelope zone" or possibly simple height limits for structures and landscaping.

5. Reduction of Street Widths or paved areas and provision of adequate shade trees for summer cooling. The most compelling argument for street width reduction is the initial savings in energy and resource expenditures and overall potential for lowering development costs.

6. Use of Functional Landscaping in Commercial Development and Shading of Parking Lots for summer cooling.

7. Encourage Summer Use of Outdoor Clotheslines to reduce energy consumption by gas or electric dryers.

8. Encourage Local Occupations to reduce energy consumption through commuting.

9. Encourage and Provide for Energy Efficient Pedestrian and Bicycle Movement. These modes of movement require the least net energy expenditure and produce side benefits of healthful exercise and no air pollution emissions.

Many of the above energy conservation practices can be applied within the limitations of current development regulations. However, with respect to

solar energy application, more definitive localized solar data is necessary to provide a sound basis for developing specific ordinance application and determining cost effectiveness of such applications.

K. URBANIZATION LCDC 14

Factors Bearing on Urbanization Strategy for the City of Creswell

1. Creswell is designated as a Major Development Center in the County General Plan, where growth should be encouraged and accommodated.

2. The economy of Creswell is currently closely related to the Eugene-Springfield Metropolitan Area. However, in recent years, local employment opportunities and diversification have shown marked growth. Suitable lands currently within the City of Creswell, which provide opportunity for industrial and commercial expansion are extremely limited. However, suitable lands immediately adjacent to the City Limits and adjacent to the Freeway, provide opportunities for urbanization and industrial-commercial expansion.

3. An inventory of existing land use within the City Limits indicates a shortage of buildable lands to accommodate estimates of growth needs, particularly residential growth needs.

4. With minor exceptions, all lands adjacent to the City Limits of Creswell are Class I through IV agriculture land as identified in the Soil Capability Classification System of the U.S. Soil Conservation Service.

5. Creswell's waste water treatment facility has been slated for major expansion in the recently adopted Facilities Plan Report (May 24, 1982), to accommodate a year 2000 design population of 4,500, scheduled for completion by fall 1983.

Need

Estimates of land requirements are based on population estimates to the year 2000, Certified Population Estimates by the Center for Population Research and Census, Portland State University for the City of Creswell as of 1981 and 1981 ratios of existing land utilization by category to the 1981 Certified Population.

Medium Population Growth Estimate: 1981-2000
4,526 (medium) - 1,800 (1981) = 2,645

Estimate of Persons per Dwelling Unit: 1981
1,880 Population - 709 Dwelling Units = 2.65 Persons/dwelling Unit

Land Need Allocation

Land use allocations are based on estimates of need, the following Goal 14 factors and community goals and objectives relating to the growth and livability of Creswell:

1. Demonstrated need to accommodate long-range population growth requirements:

   Year 2000 medium population estimate of 4,525 or the need to accommodate 2,645 additional persons in Creswell.

   Year 2000 minimum estimate of 343 new city acres to accommodate population growth and provide supporting services (see Buildable Lands Inventory Technical Supplement).

   At 11 percent, the unemployment rate in Creswell has been significantly higher than the county average of 8 percent.

   Jobs in Creswell have been in short supply; forcing a significant number of local residents to commute outside the area for employment. Nearly 75 percent of respondents to a 1971 community survey indicated that they traveled more than 10 miles to work.

   Creswell's occupation mix is imbalanced towards a declining wood products industry and related sectors of the economy. Professional, service, clerical and sales sectors of the economy are under represented in the Creswell labor force.

2. Need for housing, employment opportunities and livability.

   Housing: The Buildable Lands Inventory estimates a residential land need of 171 new acres over and above available buildable land within the City of Creswell.

   Employment Opportunities: City goal - Encourage Local Economic Expansion and Job Creation through (1) provision of an adequate choice of industrial sites with public services and (2) expansion of freeway oriented services to capitalize on through and tourist traffic.

   The need for increased employment opportunities and the protection of Creswell's 'livable' environment can be best achieved through the development of a non-polluting, recreation tourist based industry.

   The development of the condominium units surrounding the golf course on the east side of Interstate 5 will meet the needs of Creswell residents for upper income housing.

   In-City inventory of industrial land consists of less than one acre of industrially designated land.

   In-City inventory of buildable commercial land is estimated at 10 acres.

   Livability: City goal - Maintain the quality of air, water and land resources of a small community with individuality, scenic values and rural atmosphere.

3. Orderly and economic provisions of public facilities and services:

Water supply and sewer services to meet Creswell's needs until 2000, are to be provided in phased expansion as provided for in the Creswell Facilities Plan Report Update. Also see 8 below for allocation factor to insure an adequate supply of land with urban services.

The cost of expanding existing sewage facilities or creating new sewage facilities is becoming prohibitively expensive for small communities.

Federal funds for the construction of sewage facilities are highly unlikely in the foreseeable future.

The construction of sewage facilities to serve development on the east side of Interstate 5 will be undertaken by private enterprise.

Favorable slope conditions near the Creswell Butte make this area the most efficient future residential area in which to provide sewage service on the west side of Interstate 5.

The City of Creswell has anticipated providing sewer and water service to the east side of Interstate 5 since 1973.

Water service is currently available to the east side of Interstate 5.

The major transportation corridors serving the portion of the urban growth boundary on the east side of Interstate 5, Cloverdale Road and Dale Kuni Road, have adequate capacity to meet anticipated demand for 20 years.

Existing transportation corridors ensure that police, fire and medical facilities are adequately situated to meet the anticipated needs of development on the east side of Interstate 5.

Services will be upgraded over time as population pressures dictate.

School and park facilities which may be needed on the east side of Interstate 5 shall be provided through the PUD process.

The Creswell Facilities Plan Report Update anticipates the improvement of Creswell's water and sewer capacity to meet the needs and location of the expected development within the urban growth boundary for the next 20 years.

4. Maximum efficiency of land uses within and on the fringe of the existing urban area:

Allocations for additional land outside the existing City limits were made after reducing the requirements by the current estimate of in-City buildable lands and addressing the need to meet economic goals and ensure a supply of land with adequate urban services.

Annexation policies of the City of Creswell prevent inefficient "leapfrogging" of development patterns and city services.

The efficient infilling of lands for commercial and industrial uses within the city limits has necessitated expansion of the urban growth boundary to provide buildable land to meet these needs.

Expansion of the urban growth boundary to the west of Creswell is restricted because of annual flooding conditions, adverse slope conditions for sewage service and incompatible land use impacts imposed by the city's lagoon system.

Expansion of the urban growth boundary to the north of Creswell, above Niblock Lane, is restricted due to the presence of a significant amount of Class II soils on large lots, drainage and flooding problems near the Camas Swale, incompatible industrial uses and existing residential development on large lots.

Expansion of the urban growth boundary on the west side of Interstate 5, south of the Creswell city limits, is preferred due to the proximity of existing residential uses, excellent transportation access to Highway 99, and advantageous slope conditions for sewage collection. Existing development patterns, the Creswell Butte and proximity of Highway 99 preclude extensive agricultural pursuits in this area.

Expansion of the urban growth boundary east of Interstate 5 addresses this area's significant potential for a recreation-tourist oriented industry as well as the commitment of the land to urban uses. The Emerald Valley Golf Course and related facilities represent a unique opportunity to develop non-polluting, service oriented industry in the Creswell area. This opportunity, due to the existing facilities, topography and land use patterns is not available on the west side of Interstate 5. Existing residential development along Dale Kuni Road, currently on city water, also exhibit the commitment of this area to urban uses.

5. Environmental, energy, economic and social consequences:

Provision of urban utility services to densely developed residential fringe areas will off-set potential problems presented by waste water disposal and potable water extraction on limited site areas; provision of large new land areas will offer opportunities and design flexibility in creating improved living environments; provision of adequate industrial and commercial need and opportunity areas can provide for job creation with attendant community economic expansion and reduction of labor export and energy expenditure to job locations outside the community. Balanced community development with attention to local environmental concerns can mitigate social consequences.

Environmental Consequences

No significant fish or wildlife habitats have been identified in the portions of the urban growth boundary slated for development.

Development of the recreational-tourist facilities under the PUD concept should minimize undesirable environmental impacts.

Development within the Floodway and Floodway Fringe will be allowed only after a showing that flood hazards have been adequately mitigated, development will be sound and that excess water will be properly drained.

The development of a tourist-recreational industry may forestall the need to attract other industries with cause traditional air and water quality concerns.

Energy Consequences

The increase in local jobs will decrease the amount of energy expended commutting outside the area for employment reasons.

Development east of Interstate 5 will be of a PUD nature which will encourage higher density, clustered development. This concept will also mandate proper solar orientation of dwellings.

The current urban growth boundary configuration relies upon existing transportation facilities and does not necessitate the development of new transportation facilities.

Economic Consequences

The further development of the recreational-tourist potential on the east side of Interstate 5 emphasises the logical use of Creswell's primary natural resources: its scenic beauty, livable environment and accessibility.

Development of the existing recreational-tourist potential on the east side of Interstate 5 represents the only major economic opportunity which is currently viable.

Development of the existing recreational-tourist potential on the east side of Interstate 5 represents a means of diversifying Creswell's economy, and increasing the number of service, sales and clerical jobs currently lacking in the Creswell area.

Adequate buildable lands exist on the west side of Interstate 5 to satisfy the more traditional industrial and commercial needs of Creswell.

Social Consequences

The realization of a recreational-tourist industry on the east side of Interstate 5 will allow a greater number of Creswell residents to

work near their homes; a positive factor in making Creswell a more stable and closely knit community.

The development of recreational-tourist facilities east of Interstate 5 will provide Creswell residents with recreational and cultural opportunities not otherwise obtainable in the immediate area.

6. Retention of agricultural land as defined:

Findings: With minor exceptions, primarily former borrow pit areas, the majority of the land within the present City Limits of Creswell and the area surrounding the City is composed of Class I through IV soils as identified in the Soil Capability Classification System of the U.S. Soil Conservation Service. In order to accommodate estimated land requirements for future growth, utilization of agriculture-capable lands will be necessary.

Utilization of agriculture-capable lands is based on need, use patterns, parcel sizes, availability of supporting urban services and capability of economical provisions of urban services.

Urban expansion to the west between Niblock Lane and Butte Road is primarily on Class III and IV soils west of the High School, adjacent to the existing City Limits and urban services. Adjacent to Camas Swale Road expansion is on Class II soils which are presently in rural residential use, vacant and some agricultural use north of Camas Swale Road.

North of the present City Limits, between Harvey Road the Goshen-Divide Highway, the soils are Class II, with rural development and agricultural uses. This area provides for planned extension of urban services and needed industrial sites with adequate transportation services.

East of I-5, the soils are principally Class II, with the exception of Class IV, adjacent to the river. This area contains Creswell's two ground water sources, well fields in Garden Lake Park and adjacent to the Coast Fork Willamette River at Cloverdale Road, and a water distribution system along Cloverdale Road and Dale Kuni Road, to the Emerald Valley Golf Course. The area also contains a concentration of rural residential development along Cloverdale Road, the Emerald Valley golf course and Garden Lake Park. This area, through contract annexation, offers the ability to provide for the high population estimate of land requirements by expansion of planned water service and potential for waste water treatment service through the recent constructed lagoon system servicing the golf course.

Class I-IV soils underlay the vast majority of the planning area.

A southerly expansion of the urban growth boundary on the west side of Interstate 5 is into predominately Class III soils. A northerly expansion of the urban growth boundary on this side of Interstate 5

would be into predominately Class II soils. The poorest soils west of Interstate 5 are to the west of Creswell. However, adverse slope and flooding conditions make this are prohibitively expensive to serve.

7. Compatibility of proposed urban uses with nearby agricultural activities.

   Findings: Residential use proposals for the most part fall adjacent to existing rural residential development. Open space uses adjoin agricultural uses generally north of Cloverdale Road and east of the Freeway. Where potential for incompatibility problems are identified, development pattern planning must take this into account.

   Development on the east side of Interstate 5 will be compatible with nearby agricultural uses because of PUD controlled development safeguards and traditionally 'soft' environmental impacts of a recreationally oriented industry.

8. City Goal: Coordinate City development with sewer system master plan to maintain optimum service capability within environmental limitations.

   Findings: An updated Facilities Plan Report (FPR) to serve the Creswell Urban Growth Area until the year 2000 has been prepared. Service of the urban growth area west of I-5 will be provided by expansion of the existing city treatment and collection facilities, to ultimately support a year 2000 design population of 4,500 plus the equivalent population of 170 students. Service of the urban growth area east of I-5 will be provided by City acquisition and modification of an existing private treatment facility, plus the installation of collection and transmission facilities, to ultimately support a year 2000 design population of 3,400. A preliminary agreement has been reached between the City of Creswell and the owner of the private treatment facility east of I-5,. that the eastside wastewater system will be acquired by the City prior to servicing additional developments east of I-5.

Urban Growth Boundary

The Urban Growth Boundary was established based on the following considerations:

West of I-5: To provide the majority of projected land requirements to accommodate population estimates for the year 2000. Specifically the boundary location provides for industrial land expansion south of existing heavy industrial development, general residential expansion adjacent to the existing City Limits and a new industrial land area north of the present City Limits which provides large land parcels, is well served by transportation and establishes the base for logical industrial expansion northward.

East of I-5: The Urban Growth Area east of I-5 encompasses an area which the City of Creswell has been coordinating and planning for City expansion since the mid-1960's. Long-range master plans for area water and sewer services were completed in 1973, a site was selected for a second wastewater treatment facility which will provide for cost effective gravity collection of wastewater for the expansion area, a site adjacent to the Willamette River has been acquired for a future water treatment plant utilizing the river as a source and existing ground water sources and water transmission facilities in the area have been expanded and upgraded. This area provides for Tourist-Freeway Commercial expansion adjacent to the existing freeway interchange, incorporates areas currently served by City water and encompasses large development parcels which are capable of development through Contract Annexation.

The UGB is established along identifiable features, incorporating the large Contract Annexation development parcels, the golf course and future park site to insure maintenance of these open spaces and incorporates existing areas of rural residential development and smaller vacant parcels which relate to the large development parcels.

Area of Influence

Findings: Creswell is designated as a Major Development Center in the County General Plan, where growth should be encouraged and accommodated. This role establishes long-range implications, beyond the current planning period. Land use and land use policy beyond the Urban Growth Boundary can eventually place demands upon the City.

Existing County land use policy adjacent to and around the City of Creswell indicates some implications, which are:

1. Minimum sized AGT County zoning districts have been created north of the City, west of I-5 and to the west, south and southeast below Cloverdale Road.

   The purpose of Agricultural, Grazing, Timber Raising District is intended to provide areas for rural density residential development and continuation of farm uses and timber production where compatible with each other. It is appropriate to be applied to areas which have, by nature of use and land division activity, already begun a transition from rural to urban use, primarily in the outer portions of the rural-urban fringe areas where public facilities and services will be necessary before intensive urbanization should occur, and in rural lands with marginal suitability for agricultural production.

2. To some extent, General Rural Districts particularly in the presence of potentially incompatible uses or inefficient lot size and configurations, which inhibit grazing, agriculture and timber production.

3. Airport.

4. Potential industrial expansion areas north and south of the Urban Growth Boundary, west of I-5.

Due to the foregoing factors, the City of Creswell establishes a defined Area of Influence beyond the Urban Growth Boundary, for the purposes of continuing City-County coordination of planning and land use policy as it may influence City policy and service requirements (see Map 1, General Planning Study Area, Resources Inventory Section).

SECTION III PLAN PROPOSALS, PROGRAMS AND POLICIES

The Comprehensive Plan proposals are general in nature and provide development guidance and strategies for the City of Creswell and its projected urbanizing area. In addition, the plan proposals address the community issues and opportunities, community goals and objectives as adopted by the Creswell Citizens Involvement Committee (CIC) and goals established under Oregon Revised Statutes related to Comprehensive Land Use Planning and Comprehensive Planning Coordination. (ORS 227, ORS 215 and ORS 197).

For the purposes of Statewide Comprehensive Planning Coordination and Compliance, the following ORS 197.015 definitions are applicable.

COMPREHENSIVE PLAN: Means a generalized, coordinated land use map and policy statement of the governing body of a state agency, city, county or special district that interrelates all functions and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational systems, recreational facilities, and natural resources and air and water quality management programs.

COMPREHENSIVE: Means all-inclusive, both in terms of the geographic area covered and functional and natural activities and systems occurring in the area covered by the plan.

GENERAL NATURE: Means a summary of policies and proposals in broad categories and does not necessarily indicate specific locations of any area, activity or use.

COORDINATED: A plan is "Coordinated" when the needs of all levels of government, semi-public and private agencies and the citizens of Oregon have been considered and accommodated as much as possible.

LAND: Includes water, both surface and subsurface and the air.

The following definitions pertain to plan proposals, programs and policies as contained in the Creswell Comprehensive Plan.

ISSUES AND OPPORTUNITIES: A condition or conditions bearing upon a determination of plan programs and policy.

GOALS AND OBJECTIVES: Needs and concepts identified as being well-founded and supported by the citizens of Creswell, which provide a fundamental basis for the direction of comprehensive planning effort and structuring of implementing policy(s).

FUNCTION: The character action of the identified object.

RECOMMENDATION: A statement describing an action worthy of acceptance or trial, which deals with an issue outside the program responsibility of the City of Creswell.

POLICY: A definite course or method of action selected from among alternatives and in light of given conditions, to guide and determine

present and future decisions with respect to the area of concern identified. Policies are mandatory requirements of the Comprehensive Plan.

The Creswell Comprehensive Plan, maps and text is intended as a policy statement encompassing broad development objectives, based on established goals, as to form, content and growth pattern of the City of Creswell in providing an environment for people and their activities.

The Comprehensive Plan for the City of Creswell consists of the following supporting data, elements, strategy maps, implementation tools and agreements, programs and policies:

1. Resources Inventory Data in Support of Plan Proposals.

2. Community Issues and Opportunities.

3. Community Goals and Objectives.

4. Plan Policies:

    a. Citizen Involvement Policies (LCDC 1)
    b. Land Use Planning Policies (LCDC 2)
    c. Scenic and Historic Area Policies (LCDC 5)
    d. Air, Water and Lane Resource Quality Policies (LCDC 6)
    e. Areas Subject to Natural Disasters and Hazards Policies (LCDC 7)
    f. Parks, Recreation and Open Space Policies (LCDC 8)
    g. Economic Policies (LCDC 9)
    h. Housing Policies (LCDC 10)
    i. Public Facilities and Services Policies (LCDC 11)
    j. Transportation Policies (LCDC 12)
    k. Energy Conservation Policies (LCDC 13)
    l. Urbanization Policies (LCDC 14)
    m. Implementation Policies (LCDC 2)

5. Comprehensive Plan Diagram.

A. ISSUES AND OPPORTUNITIES

Creswell and the surrounding area has derived its initial settlement from agricultural pursuits. Decisions to locate major transportation facilities, railroad and highway, have created the city and its form, broadened its functions and continue to influence its growth and future.

Proximity to the Eugene-Springfield Metropolitan Area, with its major source of employment, is effecting significant growth within and around Creswell. The city's ability to provide municipal support services and its designation as a major development center in the Lane County Subarea Plan will heavily influence future growth. Two general concerns have been expressed by area residents during past local "Planning for People" meetings and these are:

1. Maintain district's individuality, scenic values and rural atmosphere.

2. Inevitable population growth requires planning to maintain the quality of living and to improve economic values.

The first concern will be heavily influenced by the following issues and opportunities and the second effected through this plan, its policies and continuing planning.

Positions Orientation, Function or Reason for Being (LCDC 2, 3, 12, 14)

1. Major development center in Lane County Subarea Plan.

2. Community focus and service center for surrounding area.

3. Proximity to the Eugene-Springfield Metropolitan Area.

Environment (LCDC 2, 5, 6, 7, 9, 11, 12)

1. Small community with individually, scenic values and rural atmosphere.

2. Air, water and land resource quality.

3. Soil conditions, terrain slope, ponding and flood plain hazards.

Land Use (LCDC 2, 3, 11, 14)

1. The majority of all land within the City of Creswell and the general planning area are Class I, II, III and IV agricultural soils so defined in ORS 197.

2. Retention of the best land for farm use and marginal farm land for residential use.

3. Need for industrial and commercial uses.

Growth (LCDC 14)

1. Maintenance of living environment.

2. Urban development center.

3. Eugene-Springfield Metropolitan Area.

4. Roads and community facilities, railroad and airport are major fixed elements, which influence growth, character and form.

Commerce (LCDC 2, 9, 14)

1. Local resident service and tourist potential.

2. Vitality of older central commercial district and highway strip development.

3. Influence of regional shopping facilities in the Eugene-Springfield Metropolitan Area.

4. Potential for tourist/convention/resort opportunities in conjunction with the Emerald Valley Golf Course expansion plans.

Industry (LCDC 2, 9, 14)

1. Jobs are needed, local opportunities are limited, employment depends on other localities.

2. Potential and existing industrial sites with adequate freeway access that does not conflict with normal city traffic.

3. Recreational Industries.

Housing (LCDC 10)

1. Need for all types of housing, to meet low and high income needs.
2. Maintenance and/or upgrading of existing inventory.

3. Lower income housing assistance.

Public Facilities and Services (LCDC 11)

A. Schools

1. Existing elementary facilities almost at capacity.

2. Multiple use of school facilities for all ages.

B. Parks and Recreation (LCDC 8)

1. Recreational facilities to satisfy local need and/or encourage tourists.

2. City parks and open space.

3. Park facility priority: (a) older areas of the City, (b) new neighborhoods, or (c) large central park.

4. A swimming pool when the area can afford one.

5. Potential for provision of recreational facilities by the private sector.

C. Open Spaces, Scenic and Historical Sites and Natural Resources (LCDC 5)

1. Creswell Butte.

2. Land needed or desirable for open space.

3. Willamette River Greenway and city relationship to river.

4. Old county land-fill site.

5. Relationship of city and golf course.

6. Historic buildings and/or sites.

7. Agriculture and flood hazard areas.

8. Animal life habitat.

D. Fire Protection and Water Service (LCDC 11)

1. Existing potable water system limited to a service population of 3,000 with summer irrigation limitations for population over 2,000.

2. Replacement of old existing piping.

E. Sewerage System (LCDC 11)

1. Design capacity of existing treatment facility is approximately 1,900 equivalent population.

2. Ability of treatment facility to meet DEQ discharge standards.

F. City Government (LCDC 11)

1. Ability to finance.

2. Ability of City Administrative offices to meet service requirements of an expanding urban development center.

G. Garbage and Rubbish Disposal (LCDC 6, 11)

1. Coordination of local solid waste generation with the Lane County Solid Waste Management Plan, as existing sanitary land-fill site has an approximate 4-year life expectancy.

Energy Conservation (LCDC 13)

1. Conservation and conversion to local source supply.

2. Solar potential and alternative energy sources.

Transportation (LCDC 12)

1. Freeway service and access.

2. Better transportation for metro commuters.

3. Future roads consider location and environment.

4. Local and through traffic separation.

5. Major and collector streets-substandard-such as Highway 99, Oregon Avenue and 5th and 10th Streets.

6. Airport development and its effects.

7. Railroad: Division of the City, major highway intersections and environmental impact.

8. Bicycle/Pedestrian Ways: Where and for what.

Implementation (LCDC 1)

1. Public participation on a continuing basis.

B. GOALS AND OBJECTIVES

For a plan to be meaningful and effective, it must address and direct itself to the needs and concept which are well-founded in the community.

State-wide planning goals, established by the Land Conservation and Development commission, provide the basic goal foundation for the State of Oregon. Creswell has built upon these state-wide goals to further direct the community's future direction and development. The Creswell Citizens Involvement Committee has evaluated community resources, examined issues and opportunities and established community goals and objectives upon which to base planning proposals for attaining the character and quality of community environment desired for Creswell and its urbanizing area.

The following City of Creswell planning goals and objectives were given preliminary approval by the Citizens Involvement Committee December 14, 1978:

1. Community Position Orientation and Function (LCDC 2, 3, 12, 14)

   GOAL: A development center in close proximity to the Eugene-Springfield Metropolitan area. The community focus and service center for the surrounding area.

2. Environment (LCDC 2, 5, 6, 7, 9, 11, 12)

   GOAL: Maintain the quality of air, water and land resources in support of a small community with individuality, scenic values and rural atmosphere.

3. Economy (LCDC 9)

   GOAL: Encourage local economic expansion and job creation through:

   - Provision of an adequate choice of industrial sites with public services.

   - Expansion of freeway oriented services to capitalize on through and tourist traffic.

   - Expansion of recreational industry sites to capitalize on tourist/convention trade.

4. Growth (LCDC 2, 14)

   GOAL: Creswell's growth and related urbanization objective is to maintain its small community atmosphere and living environment through guided growth.

   Areas for urbanization will be based on the following:

   - Urbanization for the planning period up to 2000 and the programmed capacity of associated public support services. This is to be expressed as an urban growth area that accommodates:

- Anticipated rates of growth and land consumption.

- Growth capabilities within the corporate city limits and adjacent fringe areas.

- Sufficient market choice in land that does not result in undue economic impact.

- Provision of industrial site choice for economic base expansion and job creation.

- Adequate opportunity for expansion of freeway oriented services to capitalize on through and tourist traffic.

- Continually review and monitor the growth and character of Creswell so that its plan and policies are responsive to time, change, unforeseen requirements and maintenance of the small community atmosphere in harmony with local living environment.

5. Industry (LCDC 2, 9, 14)

GOAL: Provide sufficient choice in community land resources for industrial expansion that offer opportunities for:

- Industrial diversification of a non-polluting variety, with adequate freeway access and which does not conflict with normal city traffic.

6. Commerce (LCDC 2, 9, 14)

GOAL: Encourage a range of retail and service commercial activities which adequately serve the local market area population and provide for:

- Expanded opportunities for freeway and tourist services. Up-grading of the older central commercial district and highway strip development with attention directed to development and re-development quality, access and off-street parking.

- Expanded opportunities for tourist-convention-resort trade in conjunction with Emerald Valley Golf Course expansion plans.

7. Housing (LCDC 10)

GOAL: Encourage opportunities for housing of adequate quality and choice for all citizens without regard to race, religion or financial standing, to include:

- Individuality of architectural design and landscaping. Maintenance and/or upgrading of existing inventory. Programs directed toward decreasing the shelter costs for elderly and low income groups.

8. Public Facilities and Services (LCDC 11)

A. Schools

GOAL: Provide for school facilities and programs which are identified requirements within the district service area, including consideration of:

- Multiple use of school facilities for all ages.

B. Parks and Recreation (LCDC 8)

GOAL: Provide for public and privately developed park and recreation facilities, which incorporate area-wide recreation opportunities and meet the diverse needs of residents and visitors to the city.

C. Open Space, Scenic and Historical Sites and Natural Resources (LCDC 5)

GOAL: Maintain the open-space character of a small community.

Identify and preserve outstanding scenic views and vistas, to include historic areas, sites or buildings that can be incorporated in open space.

Identify and preserve natural resources, particularly air quality, water areas and ground water resources, fish and wildlife habitat and economically productive agricultural lands.

Incorporate flood prone areas in open use areas.

D. Fire Protection and Water Service

GOAL: Coordinate city development with water system master plan to maintain and upgrade fire suppression capabilities and maximize water service capabilities to a growing city.

E. Sewerage System

GOAL: Coordinate city development with sewer system master plan to maintain optimum service capabilities within environmental limitations.

- Capitalize on opportunities to provide sewerage services in conjunction with the private sector.

F. City Government

GOAL: Provide a level of governmental services to meet the basic needs of the city and its citizens, within local financial ability.

G. Garbage and Rubbish Disposal

GOAL: Coordinate community facilities and services with the supporting Lane County Solid Waste Management and Resource Recovery Program.

Encourage and support recycling of community solid wastes for resource recovery.

9. Energy Conservation (LCDC 13)

GOAL: Encourage energy conservation through coordinated educational programs with serving utilities, including tax incentives for structural insulation upgrading.

Encourage structural development siting which provides optimum opportunities for incorporating collection and utilization of solar or alternative energy sources.

10. Transportation (LCDC 12)

A. Freeway Access and Service

GOAL: Improve and upgrade freeway access and service, particularly for industrial traffic and airport access.

B. Highway 99

GOAL: Functionally upgrade as traffic warrants to accommodate through traffic and abutting property access and service.

C. Local Streets

GOAL: Upgrade and improve as traffic warrants, to standards of street master plan.

D. Railroad

GOAL: Minimize disruption caused by physical division of city and related noise, vibration and visual blight.

E. Airport

GOAL: Coordinate and incorporate requirements of the airport to protect the facility from encroachment of incompatible land uses.

Capitalize on the airport as a regional general aviation service facility. Upgrade and improve freeway access and service.

F. Alternate Transportation Modes

GOAL: Coordinate provision of mass transit based on demand and ability to finance.

Develop bicycle/pedestrian systems appropriate for local needs and ability to support financially.

11. Implementation (LCDC 1)

GOAL: Maintain a sound and continuing program of citizen involvement and inter-governmental coordination in support of continuing city planning needs, plan adoption, implementation and future revision and/or updating.

Continually monitor local governmental policies and implementation tools to insure that they are accomplishing their intended purposes and reflect the needs of the citizens of the city.

C. PROGRAM POLICIES

1. CITIZEN INVOLVEMENT AND PLAN AMENDMENT POLICIES

a. The City shall, through the local Citizens' Involvement Program approved by LCDC, review the plan documents reports and supporting programs through "Town-Hall" meetings and/or other means.

b. The City shall conduct public hearings for plan adoption as provided for in the Oregon Revised Statutes and applicable City ordinance.

c. The City shall adopt the Comprehensive Plan by ordinance of the City of Creswell and Lane County.

d. The City shall establish by plan adoption ordinance, a timely plan and policy review process which utilizes the established Citizens' Involvement Program, to facilitate public input and formulate necessary revision recommendations.

e. The City shall review and revise the plan if needed bi-yearly or upon the identification of an unforeseen plan requirement.

2. LAND USE PLANNING POLICIES (LCDC 2)

The Creswell Comprehensive Plan establishes five Plan Land Use Designations, directly correlating with and implemented by the zoning districts delineated in the Creswell Zoning Ordinance. The five Plan Designations are: Residential, Commercial, Industrial, Park, Recreation and Open Space, and Public Lands. The purposes of each Plan Land Use Designation area as follows.

Residential

To provide for, encourage, promote and protect the character of community residential areas having a suitable environment for a range of housing choices in support of small city urban and suburban family life. This area and density options therein, is intended for a application only to those areas having facilities available to support the expected density and to carry out the above stated purposes.

Commercial

To create and protect areas suitable for commercial uses and services of community residents, visitors and tourists. These areas shall be

adequately served by freeway access and/or accessible to outlying areas of the community.

Industrial

To provide areas having a suitable environment for a range of industrial uses. This area will normally be established to be reasonably accessible and convenient to major transportation service.

Resort Commercial

To provide areas having a suitable environment for accommodating large-scale recreationally oriented commercial uses. Compatibility of development within this category with adjacent recreational and agricultural resources shall be ensured through the application of planned unit development procedures.

Park, Recreation and Open Space

To preserve and protect park, recreation and open space lands that contribute to the general welfare and safety, the full enjoyment, or the economic well-being of persons who reside, work or travel in, near or around them.

This area may be established when found necessary in order:

(1) To preserve any existing open land type or use which has been established, or is proposed, to encourage development around it such as a golf course, country club, park and recreation facility, etc., and investments have been or will be made in reliance upon the retention of such open type use.

(2) To buffer an otherwise incompatible use or zone.

(3) To preserve and maintain natural drainage ways, lakes (natural or artificial) areas unsuitable for intensive development by virtue of physical limitations and environmental control areas for the protection of resource areas and wildlife habitat.

(4) To preserve a valuable scenic vista or an area of historical significance.

Public Lands

To reserve areas for the accommodation of public facilities and associated support facilities. These include schools, municipal buildings and public works facilities.

The following are policies addressing residential, commercial and industrial land use designations within the Creswell Urban Growth Boundary:

(a) The City shall provide residential zoning for lands designated as residential in the Comprehensive Plan.

(b) The City shall encourage multi-family expansion under provisions of the zoning ordinance on large available and/or redeveloped lots in proximity to the Community Commercial Center, to provide close relationships to support services for higher densities of population.

(c) The City shall provide opportunities for choice in multi-family residential location within the community through site selection that offers site planning flexibility to harmonize with adjacent development, and which is adequately served by streets and support services and provides on-site amenities and open-space for higher concentrations of population.

(d) The City shall allow factory constructed housing units including mobile homes on individual lots, consistent with site development standards and building codes for conventional, single-family housing.

(e) The City shall encourage residential expansion and infilling of adjacent residential development within the City limits of Oregon Avenue, west of the High School and west of Harvey Road.

(f) The City shall encourage residential expansion north of the Community Commercial Center between Harvey Road and the Freeway to the industrial area.

(g) The City shall meet its needs for mobile homes by allowing mobile home subdivisions as a permitted use in the residential zone.

(h) The City shall provide commercial zoning for lands designated Commercial in the Comprehensive Plan.

(i) The City shall provide for commercial expansion south along the Goshen-Divide Highway, west of the railroad and north along the east side of the Goshen-Divide Highway.

(j) The City shall provide for commercial expansion in the area just west of the Freeway, north and south of Oregon Avenue/Cloverdale Road, particularly along Art-Lot Lane, and change any industrial zoning in that area to commercial.

(k) The City shall provide for commercial expansion for tourist/convention/resort trade, north of Cloverdale Road and within the Urban Growth Boundary.

(l) The City shall encourage the expansion of the existing heavy industrial area south of Oregon Avenue, between the Freeway and the Goshen-Divide Highway to the Urban Growth Boundary.

(m) The City shall discourage further industrial development or expansion of existing industry along Butte Road.

(n) The City recognizes the northern portion of the Urban Growth Area as a potential area for establishing and developing the initial segment of a quality industrial park area for clean industrial activities.

3. SCENIC, HISTORIC AREAS AND NATURAL RESOURCES POLICIES

(a) The City shall coordinate with Lane County to encourage the maintenance of the natural vegetation and open space character of Creswell Butte, a recognized significant scenic element.

(b) The City shall minimize the removal of natural vegetation for public improvements on the City reservoir site and replant appropriate areas after public improvements.

(c) The City shall cooperate with the Creswell Civic Improvement Club to support the maintenance and operation of the First School Building as a community library.

(d) The City shall encourage and cooperate with the Creswell Area Historical Society for the maintenance and operation of the Creswell Historical Museum as a local historical museum and an example of early church architecture.

(e) The City shall, through the review of building permits under site review procedures encourage the preservation, maintenance and operation of the sites and structures which have been identified as historically significant.

(f) Aggregate resources identified within the Creswell Urban Growth Boundary are not of sufficient quantity to warrant resource protection policies.

(g) Utilization of underground aggregate resources within the Creswell Urban Growth Area will be limited to supporting the development requirements of a development site and the extraction area is to be incorporated as a redeveloped and maintained open space and/or support area for overall site development.

(h) The City shall encourage the maintenance of riparian vegetation along the Willamette river as habitat for animal and bird life.

(i) The City shall assess the significance of fish and wildlife habitats in and near Hill Creek following the development of appropriate inventories, by the Oregon Department of Fish and Wildlife. The need for protective policies and regulations, consistent with Statewide Planning Goal #5, shall be addressed immediately subsequent to the development of this inventory.

4. AIR, WATER AND LAND RESOURCE QUALITY POLICIES

(a) To ensure future maintenance of Creswell's air quality and associated air shed quality, the City shall coordinate with LRAPA continued assessment of local air quality and proposed community

activities which may introduce a source of air contamination, particularly any source of particulate emissions.

(b) The City shall encourage industrial development of a non-polluting type.

(c) The City shall encourage the improvement and upgrading of city streets and parking areas to urban standards to improve air quality.

(d) The City shall support and coordinate, with Lane County, the implementation of the DEQ approved 208 Water Quality Management Plan for Lane County.

(e) The City shall protect and enhance groundwater resources within the Urban Growth Area by providing wastewater collection and treatment facilities and phase out existing septic systems.

(f) The City shall protect City well field sites from surface and subsurface waters.

(g) The City shall maintain and/or meet DEQ wastewater discharge standards to prevent degradation of receiving stream water quality.

(h) The City shall encourage industrial development of a non-polluting type and control industrial wastewater through waste discharge permits issued by Oregon Department of Environmental Quality.

(i) The City of Creswell recommends that the regulation of noise be accomplished as provided for under Oregon Administrative Rules, Chapter 340, Department of Environmental Quality, Noise Control Regulations for Commerce and Industry. The occasional instances of non-commerce related noise pollution shall be addressed through the City nuisance ordinance provisions.

(j) It is the intent of the City to comply with all applicable state and federal laws and regulations concerning air quality, water quality, and noise.

(k) The City will not approve any new development which will violate state and federal laws and regulations concerning air quality, water quality, and noise.

5. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS POLICIES

(a) The City shall prohibit intensive development in close proximity to tributary streams and low areas and maintain such areas in open space.

(b) The City shall permit improvements in the floodplain subject to appropriate city, county and federal ordinances and regulations.

(c) The City shall ensure adequate provision is made or is available for accessibility of emergency vehicles and services during potential future flooding.

(d) All development within the flood hazard area, as identified in the Creswell Flood Hazard Map, shall be subject to the flood plain subzone and the conditional use permit process. Additionally, as designated on the Comprehensive Plan Diagram, some lands within the flood hazard are subject to the resort commercial subzone and the planned unit development permit process.

(e) Development in close proximity to tributary streams and low areas shall be protected by the application of the flood plain subzone and will be maintained as open space.

6. PARKS, RECREATION AND OPEN SPACE POLICIES

(a) Recreational opportunities, programs and facilities of the City of Creswell will be developed to serve the needs of all citizens, including handicapped, minorities and senior citizens.

(b) The City shall improve and develop the former school site between 4th and 5th, south of "A" Street, to serve neighborhood needs for recreation and open space, recognizing its potential for redesignation as a Memorial Park.

(c) The City shall preserve, maintain and incorporate Garden Lake Park into the City of Creswell and continue to develop it as a master planned community park providing public restrooms, storage, picnic facilities, natural areas, trails, bicycle paths, play fields and water oriented activities.

(d) The City shall encourage the provision of and/or acquisition of a four to five acre park site in the northwestern portion of the residential Urban Growth Area for neighborhood park and open space purposes.

(e) The City shall coordinate with and support District #40 policy of making District buildings and field facilities available for community and patron use when not in conflict with scheduled education programs.

(f) The City shall coordinate with and support Lane County's development of Cinderella Park, under provisions of the Willamette Greenway.

(g) The City shall coordinate the provision of pedestrian and bicycle linkages with the golf course, the proposed County Park, Willamette River Greenway, Garden Lake Park and west of the Freeway.

(h) The City shall support the intensification of use of that undeveloped portion of the golf course land area between the existing fairways and Dale Kuni Road as recreational commercial, recreational residential and golf course support services, and the land west of Dale Kuni Road across from the golf course as Recreation Resort Use.

7. ECONOMIC POLICIES

(a) The City shall encourage local economic expansion by providing an adequate choice of industrial sites with public services.

(b) The City shall encourage expansion of freeway oriented services to capitalize on through and tourist traffic.

(c) The City shall encourage industrial diversification of a non-polluting variety.

(d) The City shall strive to attain a minimum unemployment rate of five percent, and achieve job creation for future medium population estimates at one job for 2.25 persons.

(e) The City shall endeavor to attain an average family income level comparable to that of Lane County.

(f) The City shall diversify and expand the existing industrial base.

(g) The City shall, through industrial and commercial diversification, create jobs to employ the currently unemployed.

(h) The City shall capitalize on local tourist-freeway-recreational potential to expand employment opportunities.

(i) The City shall encourage tourist-freeway commercial development in opportunity areas provided by the eastern quadrants of the Interstate 5-Cloverdale Highway Interchange.

(j) The City shall encourage transportation oriented warehousing and distribution north of the City.

(k) The City shall encourage labor intensive manufacturing, assembly, sub-assembly or processing of a "clean" nature, in an industrial park north of the City.

(l) The City shall provide expansion areas for existing wood products industry at the southern extremity of the City.

(m) The City shall work toward capitalizing on potential for development of integrated and well planned commercial housing and recreation support facilities, in conjunction with the Willamette River Greenway golf-course, public parks and tourist-freeway commercial opportunity areas, east of the freeway.

(n) The City shall encourage the development of tourist/convention /resort facilities east of the Freeway.

(o) The City shall support and/or actively participate in regional efforts which are directed toward the attraction and retention of acceptable business and industry, which currently consists of:

a. Formation of a local development corporation, principally by private interests,

b. Formation of an economic development district by local public agencies, and

c. Formation of Dry-Land Port District.

(p) The City shall cooperate and coordinate with the State of Oregon, Department of Economic Development, statewide efforts directed toward economic development and industrial diversification, particularly as that activity bears on Creswell and surrounding area.

(q) The City strongly supports efforts to diversify and channel the local economy away from the declining wood products industry towards service, sales, and clerical jobs.

8. HOUSING POLICIES

(a) Through land use policies of the Comprehensive Plan, the City shall provide an adequate inventory of residential lands to accommodate anticipated housing needs which offer housing choices and development flexibility.

(b) Under the provisions of the Residential Zone of the Creswell Zoning Ordinance, the City shall encourage the development and/or redevelopment of residential lands in proximity to the commercial service area; for high density residential to provide housing choices in multi-family and rental categories.

(c) The City shall continue to intergrate mobile home and/or factory housing into the local housing inventory through development guidance and zoning administration.

(d) The City shall make available and/or direct interested citizens and local developers to information and public programs designed to reduce housing costs.

(e) The City shall support public information programs directed toward maintenance of existing housing inventory and correcting and upgrading identified deteriorating housing units. This may include fire and life safety and minimum building standards, assessment of deteriorating housing units to define needed improvements to bring units up to standard and extend their useful life and available financing programs for housing rehabilitation.

(f) The City shall coordinate housing rehabilitation efforts with energy conservation actions, particularly with respect to residential insulation and weatherization programs.

(g) In order to improve the shelter standards and approach satisfaction of lower income household housing need, the City shall encourage developers to utilize public supported delivery programs as follows:

Lane County Housing Program efforts are directed primarily, within available resources, to cooperate and assist with Lane Count communities in the delivery of housing assistance. Creswell will recognize this housing program resource and not duplicate program efforts provided by the County.

State of Oregon Housing Program is available through State Bond Funding and Federal Section 8 Housing Program, Lower Income Rental Assistance. This program is available through the Housing Division of the Oregon State Department of Commerce, Salem, Oregon.

Farmers Home Administration offers programs through Rental and Cooperative Housing Loans for low to moderate income families and persons age 62 or older. Program information is available through the FHA County Supervisor in Eugene, Oregon or Office of the State Director in Portland, Oregon.

Department of Housing and Urban Development, Housing Division offers a variety of assistance and loan programs directed toward the housing needs of low and moderate income, the elderly, housing in declining neighborhoods, cooperative housing, home improvements and public housing. Program information is available through the Housing Division of the Department of Housing and Urban Development in Portland, Oregon.

(h) The City shall assess the potential of reducing public agency development standards and related land development costs.

(i) The City shall investigate the potential for revising tax policies as a cost off-set for elderly and low income housing.

9. PUBLIC FACILITIES AND SERVICES POLICIES

Municipal Government, Library Services and Community Center

(a) The City shall provide governmental services and administration facilities commensurate with demands and financial ability.

(b) The City shall continue to support the Creswell Civic Improvement Club operation of the library.

(c) Upon demonstrated library demands the City shall consider relocation of the library to a new facility.

(d) The City shall continue to maintain the recently completed Community Center as a resource to meet the multi-purpose needs of the community, to include support of City meeting space needs.

Law Enforcement

(e) The City shall continue to provide law enforcement services.

Public Works - Water Supply

(f) The City shall continue phased implementation of the Creswell Area Water Distribution Plan to meet population growth and fire flow requirements through:

i. Development of additional short-term water source from existing well fields.

ii. Phased development of water main loops to grid the service area, including fill-in of mains to complete loops and to serve growth areas.

iii. Selective replacement of old mains, identified as being marginally serviceable.

iv. When demand and funds warrant, the development of a water treatment plant on the Willamette River well field site, utilizing water from the Coast Fork of the Willamette River.

(g) The City shall finance source development, storage system upgrading with available water system revenues. Where improvement costs exceed available revenues, the City shall (1) acquire available grant funding or (2) sell general obligation or revenue bonds to realize improvement funding.

(h) Provision of City water service within the Urban Growth Boundary shall require the following:

i. The requested service area is within the then corporate limits of the City of Creswell or is continguous to the city limits and the area enters into a contract for annexation to the City.

ii. The owner-developer of the service area will construct all necessary area water distribution facilities, to include transmission systems within that area which is identified in the Creswell Area Water Distribution Plan.

Public Works - Sewer Service

(i) The City of Creswell Facilities Plan Update (FPR), dated April 1982 shall be the policy document for the provision of wastewater collection, transmission and treatment within the Creswell Urban Growth Boundary.

(j) The City shall implement the West Side system portion of Alternative 1A, per adopted FPR, for a completion date during the fall of 1983.

(k) The City shall finance system upgrading and expansion with available revenues, the City shall (1) acquire available grant funding or (2) sell general obligation bonds to realize improvement funding.

(l) Provision of City sewer service within the Urban Growth Boundary shall be contingent upon meeting the following requirements:

i. The requested service area is within the then corporate limits of the City of Creswell or is contiguous to the city limits and the area enters into a contract for annexation to the City.

ii. The owner-developer of the service area will construct all necessary system facilities meeting city, state and federal standards to include transmission facilities identified in the Creswell FPR.

(m) The existing private wastewater treatment facility, east of Interstate-5, be acquired by the City of Creswell, prior to provision of sewer service by this facility to additional development areas east of the Freeway.

Public Works - Public Streets

(n) The City shall encourage the improvements of sub-standard City streets through a City Urban Growth Area Storm drainage study and master plan.

(o) The City shall require dedication of necessary rights-of-way and the provisions of required street improvements adjacent to property in conjunction with its development or redevelopment.

(p) The City shall continue to administer a joint City-State Improvement agreement to provide a "typical section" for upgrading of the Goshen-Divide Highway within the City of Creswell.

Solid Waste

(q) The City shall continue the existing program of solid waste collection and disposal.

(r) The City shall coordinate with Lane County under their Solid Waste Management Plan and Program, the future provision of a solid waste transfer site, which is to be located to serve both Creswell and Cottage Grove.

(s) The City shall encourage programs for resource recovery and recycling.

Fire Protection and Prevention

(t) The City shall continue to rely upon and support improved and expanded services of the Creswell Rural Fire Protection District.

(u) The City shall encourage the upgrading of equipment, support facilities and training to improve the level of fire protection and prevention and reduce the fire insurance rating.

Civil Defense

(v) The City shall review, update and maintain the community disaster plan and disaster center.

Schools

(w) The City shall coordinate with School District Number 40, the provision of adequate educational facilities to meet current and future loading demands.

(x) The City shall explore with the District the following alternatives in meeting educational facility needs:

i. Re-examination of the District Facilities Study recommendations pertaining to elementary school alternatives and new sites. Priority considerations shall be given for site selection east of the freeway in support of future community growth and closer proximity to a major concentration of District rural population south of Cloverdale Road.

ii. Examination of grade realignment in elementary and high schools as a short-term solution to Middle School capacity limitations.

(y) The City shall ensure, through the PUD process, that adequate land for the needs of School District No. 40 shall be provided on the east side of Interstate 5.

10. TRANSPORTATION POLICIES

Freeway

(a) The City shall investigate and continue to monitor potential for additional Freeway access/interchange at Dale Kuni Road and/or Market Road to:

i. Provide direct industrial traffic access to existing and planned industrial areas, and re-route such traffic from the core area of the City.

ii. Provide alternate access to activities east of the Freeway.

iii. Reduce traffic congestion, improve safety and balance traffic volume at the existing Cloverdale Road interchange.

Arterial Highways

(b) The City shall encourage the upgrading, improvement and/or modification of the existing alignment of the Goshen-Divide Highway within the City through administration of city-state joint agreement for improvement of the Highway to include curbs and gutters, storm drainage and pedestrian sidewalks for traffic movement separation and safety, and provisions for bicycle/handicapped ramps at intersections.

(c) The City shall encourage development and redevelopment of adjacent property off-street parking along the Goshen-Divide Highway to optimize traffic safety and control entrance and exit.

(d) The City shall adopt the following on-street parking policy for the Goshen-Divide Highway: allow parallel curb parking only, and prohibit perpendicular parking on private property immediately adjacent to the Highway with continuous access.

(e) The City shall encourage the upgrading, improvement and/or modification of the existing alignment of Cloverdale Road from Intestate 5 to the Coast Fork Willamette River through development, approval and administration of a City-State joint agreement for a "typical section" for improvements. These improvements include curbs and gutters, storm drainage and pedestrian sidewalks for traffic movement separation and safety and provisions for bicycle/handicapped ramps at intersections.

(f) The City shall encourage the prohibition of on-street parking along Cloverdale Road.

(g) The City shall monitor access problems of new development along arterial highways through plan review processes.

(h) The City shall encourage the installation of traffic signals at intersecting arterial and collector streets when necessary to improve safety and traffic carrying capacity along arterial highways.

(i) The City shall install street lighting along arterial highways.

Arterial Streets

(j) The City shall require a 60 foot minimum right-of-way for new arterial streets.

(k) For urban arterial streets, the City shall require curbs and gutters, storm drainage and sidewalks with bicycle/handicapped ramps at intersections, bicycle paths and street lighting.

(l) The City shall encourage the upgrading and improvement of rural arterial streets to County standards as traffic demands.

Collector Streets

(m) The City supports extending the collector system east from the vicinity of Garden Lake Road to connect with Dale Kuni Road, as a portion of the vehicular circulation system.

(n) The City shall require a 50-60 foot right-of-way on new collector streets.

(o) For urban collector streets, the City shall require the provision of curbs and gutters, storm drainage and sidewalks with bicycle/handicapped ramps at intersections, bicycle paths and street lighting.

(p) The City shall encourage the upgrading and improvement of rural collector streets to County standards as traffic demands.

Local Streets

(q) The City shall require a minimum 50 foot right-of-way except for cul-de-sacs.

(r) For urban local streets, the City shall require curbs and gutters, storm drainage, sidewalks with bicycle/pedestrian ramps at intersections, bicycle path links and street lighting.

(s) The City shall encourage upgrading of existing city streets to urban standards.

(t) The City shall require necessary minimum rights-of-ways at the time of parcel development.

Southern Pacific Railroad

(u) The City shall encourage and coordinate with the transportation company, particularly in the commercial center and residential areas of the City, the development of dense planting and/or earth berms for visual improvement and the suppression of noise and vibration.

(v) The City shall encourage back-lotting adjacent to the railroad right-of-way or the provision of frontage roads to preclude the establishment of additional street-railroad grade crossing.

Creswell Municipal Airport

(w) The City of Creswell recognizes the general aviation needs demonstrated in the Regional Airport System Study prepared by Lane County.

(x) The City supports any necessary expansion of support functions, including but not limited to, hangers, administrative facilities, tie-down areas, fuel and oil products and repair facilities.

(y) The City shall coordinate protection of the airport from incompatible land uses.

(z) The City shall coordinate the protection of the clear and approach zones through application of an overlay zone establishing necessary height restrictions.

Bicycle Routes

(aa) Where appropriate, the City shall incorporate pedestrian movement and horseback riding into bicycle paths.

(bb) Based on a development of local demand and the City's financial ability to provide and maintain bicycle routes, the City shall

incorporate such facilities into the transportation system inventory as presented in the Comprehensive Plan diagram.

(cc) The City shall incorporate bicycle route linkage between Garden Lake Park, the golf course, future County park and the Willamette River.

(dd) The City shall evaluate the ability to provide a bicycle link under I-5 in conjunction with the existing drainage way. If unfeasible, the City shall evaluate incorporation of such route on the Cloverdale overpass, either on existing facilities or as an expansion of the facility.

(ee) The City shall develop bicycle routes based on the following criteria:

i. Where appropriate, incorporate bicycle routes within the street right-of-way, preferably separated from motor vehicle traffic or as a separate hard surface route.

ii. Prohibit use of all motorized vehicles on bicycle routes.

iii. Bicycle routes with independent hard surface shall be at minimum eight feet wide, preferably twelve feet wide.

iv. Properly sign and post all bicycle routes.

v. Incorporate rest stops and/or view stops where appropriate, i.e., on steep terrain, within public parks, along the river, etc.

Pedestrian Systems

(ff) Wherever possible, the City shall separate pedestrian systems from vehicular circulation areas.

(gg) When economically feasible, the City shall remove or reduce pedestrian conflicts within street rights-of-way.

(hh) The City shall encourage pedestrian movement in commercial areas.

(ii) The City shall consider and utilize where feasible, other available locations for pedestrian movement. Example: Undeveloped and non-utilized alleyways, dedicated street segments determined not to be needed for vehicular traffic, etc.

(jj) The City shall encourage the removal of existing sidewalk obstacles and barriers.

Transportation of the Disadvantaged

(kk) The City shall coordinate with the Lane Transit District (LTD) a continuing evaluation of Creswell area ridership potential.

(11) The City shall consider the transportation needs of the disadvantaged during the review of the City development proposals.

11. ENERGY CONSERVATION POLICIES

(a) The City shall encourage Creswell residential unit owners to investigate and utilize as appropriate, the Pacific Power and Light Company Residential Insulation and Weatherization Program.

(b) The City shall encourage energy consumption evaluation of structures and buildings other than residential, within the City of Creswell and the installation of appropriate insulation and weatherization to conserve energy.

(c) The City shall encourage developer consideration of the nine (9) Planning for Energy Considerations in new or redevelopment areas and incorporate energy conservation development proposals as appropriate.

(d) The City shall make available to the citizens of Creswell appropriate information or information sources covering tax incentive programs for insulation and weatherization and other energy conservation programs.

(e) The City shall, through provisions of the Residential District of the Creswell Zoning Ordinance, provide for increased or maximum residential unit densities adjacent to Commercial Districts and appropriate high-capacity arterial transportation corridors.

(f) The City shall encourage the establishment of a community-wide program for resource recovery and recycling.

(g) The City will continue to monitor evolving County, State and Federal energy program and policy development and make available to the citizens of Creswell appropriate and applicable energy conservation measures, techniques and incentives.

(h) The City shall encourage energy conservation through the implementation of the solar access provisions contained in the Zoning Ordinance.

12. URBANIZATION POLICIES

(a) Urbanization of land shall be encouraged on available buildable lands within the corporate limits of the City of Creswell, consistent with City land development policies and service requirements.

(b) Urbanization of land within the established Urban Growth Boundary shall be consistent with City annexation policies and public facilities expansion plans. X

(c) The City of Creswell shall coordinate, define roles and responsibilities and enter into a City-County intergovernmental agreement for relating, agreeing upon and adopting the City Plan, Urban Growth Boundary and the management and administration of lands within the adopted Urban Growth Boundary and City-County coordination of land use strategy and policies in the County, within the defined Area of Influence. The City shall include other external influences, outside of the defined Area of Influence, which would impact the City of Creswell.

(d) The City shall coordinate, define roles and responsibilities and enter into a City-County intergovernmental agreement and/or contract which accomplishes the following joint City of Creswell-Lane County management actions:

- Approval and adoption of the Creswell Comprehensive Plan.

- Approval and adoption of the Creswell Urban Growth Boundary, to include defined role responsibilities with respect to coordination and administration of land use policy for that area within Lane County which is within the Creswell Urban Growth Boundary.

- Approval and adoption of Creswell's defined Area of Influence and definition of coordination roles of the City and County regarding continuing long-range coordination of planning and land use policy, as such decision within the defined area may influence city policy and service requirements.

(e) The City shall coordinate with Lane County the review and approval of adjacent County subdivisions as provided for in the Oregon Revised Statutes.

(f) The City shall update as required the Zoning Map for the corporate limits of the City of Creswell, utilizing appropriate City Zoning Ordinance district classifications, which reflect the land use categories of the adopted City Comprehensive Plan. The City shall adopt the revised Zoning Map as provided for in the City Zoning Ordinance.

X (g) The City shall coordinate with Lane County the designation of appropriate County zone districts for County land areas within the adopted Urban Growth Boundary.

(h) That area within the Urban Growth Boundary, east of Interstate 5 designated as commercial shall have specific planned unit development requirements incorporated as provisions of Contract Annexation. See Annexation Policy below and Planned Unit Development under Land Use Planning and Program Strategy.

(i) Planned Unit Development requirements through Contract Annexation will be utilized where appropriate for larger tracts of industrial designated lands.

(j) Lane County shall retain responsibility for land use decisions and actions affecting the City of Creswell urban growth area, such responsibility to be relinquished over any land within this area only upon its annexation to the City, subject to provision of contract annexation agreements, as applicable.

(k) Lane County shall apply its zoning, subdivision and other land use related ordinances to development proposals in the unincorporated portion of the City of Creswell Urban Growth Boundary. Lane County and the City of Creswell may enter agreements pursuant to Contract Annexation under which the zoning, subdivision and other land use related regulations of the City are applied by the County to certain property.

(l) In order to preserve the potential for ultimate urban densities, and designated plan diagram uses, Lane County shall require all land development proposals subject to special approval or at densities below one unit per ten acres to contain a development plan. Such development plan shall indicate how the proposed development will utilize the land so as not to preclude future, additional development which will bring conventional single family developments up to "Low Density" and mobile home developments up to "Medium Density" as defined in this Plan. Proposals subject to special approval are those which require City Recorder, Hearings Officials or Planning Commission action necessitating notice to nearby property owners and may include: land partitions, subdivisions, zone changes, conditional use permits, site reviews, and special use permits.

(m) All development plans requiring special approval as described in the paragraph above shall be submitted to the City of Creswell for review, for conformance with development standards of the City of Creswell. All comments by the City of Creswell shall be strongly considered in Lane County's approval of the submitted development plan. In the event that the City of Creswell comments include a recommendation of denial of the development plan, Lane County may approve the development plan only upon finding, on the basis of evidence in the record, that the recommendation is in error.

(n) Lane County shall require that all lots or parcels created through subdivision or partitioning have access from a public street or approved private road. Private access easements or flag lots shall not be approved unless they are consistent with a neighborhood circulation plan approved by Lane County. Such a neighborhood circulation plan shall provide for development of access to city standards upon annexation to the City of Creswell, and shall provide for public access to adjacent properties as needed.

(o) Lane County shall require in all major partitions and subdivisions, adequate street right-of-way and for utility easements to provide for installation of city services and other utilities to city standards upon annexation to the City of Creswell.

(p) As a matter of public policy, Lane County and the City of Creswell share a substantial interest in development within the Urban Growth Boundary. It is recognized that development within the Urban Growth Boundary will eventually require annexation to receive a full range of urban services supplied by the City of Creswell. However, it is also recognized that until annexation Lane County will retain primary responsibility for those lands.

(q) The substantial interests of Lane County and the City of Creswell shall be protected through consential agreements to annexation. These agreements shall be required for any development requiring special approval as described in policy (L) above and shall contain a covenant requiring said landowner to agree to annexation and subsequent sewering, at a time specified by the City of Creswell. The covenant shall run with the land and include the City of Creswell and Lane County as parties to the covenant and successors of interest. Lane County shall not grant final approval of a development plan for which a consentual agreement to annexation is required until a signed agreement approved by the City is filed with the County.

(r) City services shall not be provided to any land unless that land is within the corporate limits of the City of Creswell, or unless a mutually agreeable contract of annexation is entered into by the City of Creswell and the land owner(s) of the property desiring city services.

(s) Land areas to be considered for annexation to the City of Creswell shall be within the Creswell Urban Growth Boundary and shall have boundaries contiguous to the then existing corporate limits of the City. Conversion of these unincorporated lands into Creswell shall be based upon a consideration of the four conversion factors of Statewide Planning Goal #14.

(t) No annexation shall be considered which proposes to make an outlying parcel of land contiguous to the City boundary by means of a long linear parcel of land (pan-handle), with one end contiguous to the City boundary.

(u) Annexation of property to the City shall be made prior to the provision of any City services. In turn, it shall be demonstrated that the city is capable of providing a full range of Urban Services prior to consideration of annexation. Consent for annexation to the City shall be governed by the Oregon Revised Statutes, the limits for the then existing Urban Growth Boundary and the following criteria:

i. Land area which is mutually agreeable and acceptable to the City of Creswell and property owner(s) shall, through a joint agreement, define the necessary requirements to be met as precedent to annexation and a contract thereto entered into.

The necessary requirements shall include, but not necessarily be limited to:

(1) Land owner provision and construction of all utility support service systems to City standards and specifications;

(2) Land owner provision of or share of services and/or support facilities necessary to the area considered for annexation, but not under the jurisdiction of the City of Creswell and;

(3) Other requirements, services and/or facilities to adequately support the area considered for annexation, so as to not place an undue burden upon the existing City, urban systems and population.

ii. Or, that the proposed annexation area is within the service capabilities of programmed expansion and such services can be delivered within a reasonable or mutually agreed upon period of time.

iii. Land areas within the Urban Growth Boundary east of Interstate 5 shall include a Planned Unit Development requirement as a condition of Contract Annexation to provide greater flexibility in development of the land, encourage a creative approach in land development, conserve natural land features, provide a comprehensive basis for the provision of adequate urban services, facilitate a desirable aesthetic and efficient use of open space and generally create more attractive, healthful, efficient and stable environments for living, shopping, working and leisure activities.

iv. All land tracts considered for annexation to the City of Creswell shall be evaluated for Planned Unit Development, particularly proposed industrial and commercial uses, and requirements established as are appropriate.

(v) The City shall annually review and adjust as necessary project priorities and costs within the Capital Improvements Program time period, adding and deleting projects as appropriate.

(w) The City shall review, modify, update and/or prepare necessary standard specifications for design and construction of public improvements. The City shall adopt such standards, publish and make available as a City policy statement for City of Creswell public improvements.

(x) The City shall continue to maintain and conduct as a continuing program the Creswell Citizens' Involvement Program approved by LCDC to provide for the following:

- Widespread community and citizen involvement.

- Effective two-way communications between the City and its citizens.

- To ensure appropriate planning and related information is available in an understandable manner.

- To provide adequate feedback mechanisms and ensure that citizens will receive response from policy makers.

(y) The City shall establish lines of communication and coordinate with related public agencies to define inter-related and/or overlapping program area responsibilities and specific implementation roles and responsibilities. These should include:

- Department of Environmental Quality

- Oregon State Department of Transportation

- Lane County

- Creswell School District No. 40

- Others as necessary

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