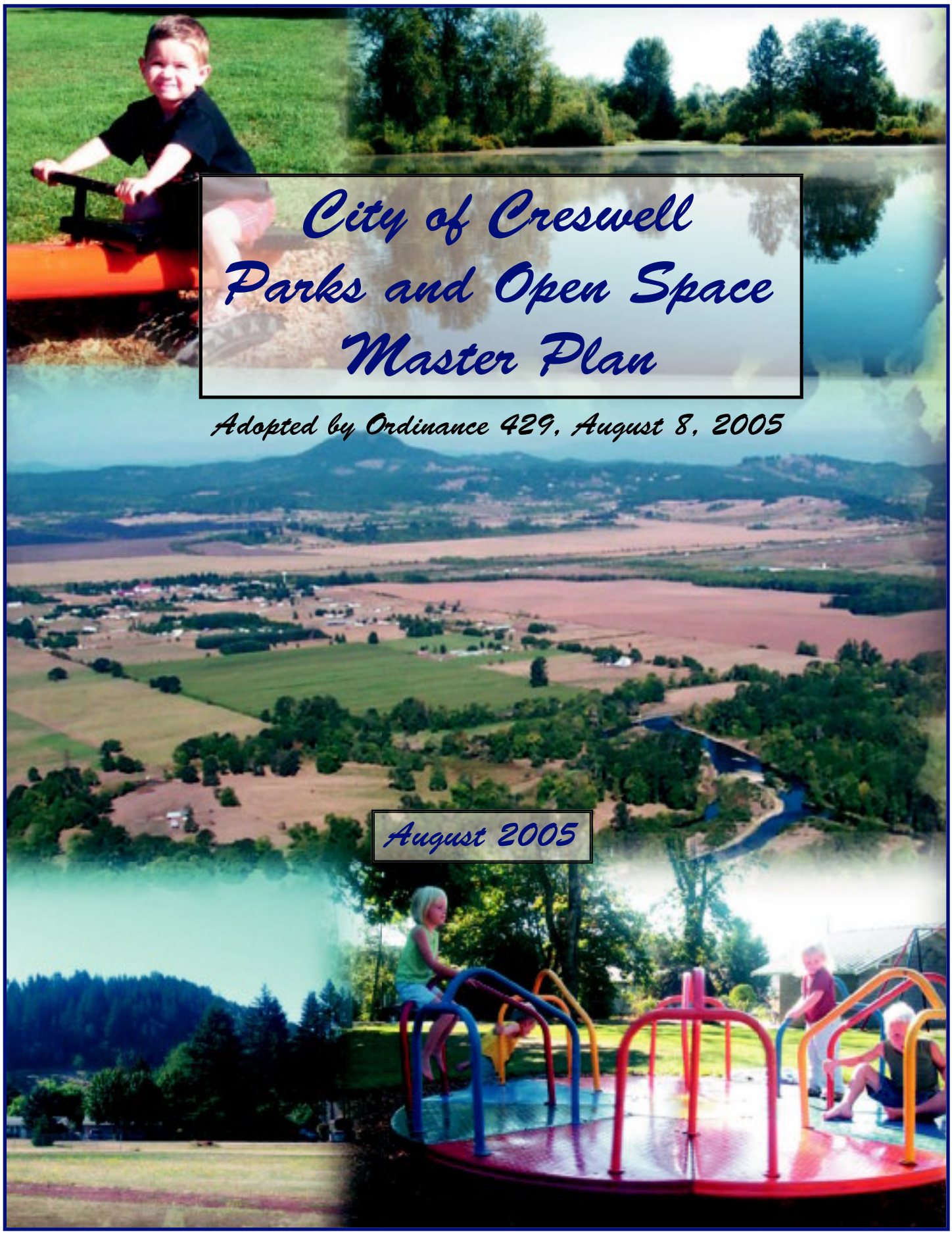

City of Creswell Parks and Open Space Master Plan

Adopted by Ordinance 429, August 8, 2005

August 2005

Acknowledgements

The City of Creswell sincerely thanks the following citizens who participated on the Creswell Parks and Open Space Master Plan advisory committee and whose contributions were invaluable to the development of this plan:

Pictured from left to right: Alan Brown, Sheila Hale, Jason Blazar, Juli McLennan, Keith Morgan, Ron Petitti, A.J. O'Connell, Anne O'Connell, Mark Shrives (City Administrator).
Not pictured: Dr. Lonn Robertson, Kerry Smith

Lane Council of Governments staff:
Megan Banks, project manager
Jeff Krueger, conceptual mapping
Bill Clingman, GIS mapping

Thank you also to Phil Velie for photos on pages 9 (golf course) and page 10 (Emerald Valley path)

City of Creswell Parks and Open Space Master Plan

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August 2005

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1. Introduction and Background

The *Creswell Parks and Open Space Master Plan* (Master Plan) is the policy document and foundation that will guide the development of parks and recreation facilities in Creswell over the next 20 to 50 years. The specific function of the Master Plan is twofold: 1) To provide an assessment of how Creswell's existing parkland, school play fields, open space and recreation facilities measure up to national and state guidelines, and community desires, and 2) To define the need for future parks and open space and describe how they will be developed to meet anticipated needs.

Benches provide seating along Garden Lake Park's new trail

Upon adoption by the Creswell City Council, the Master Plan will become a functional component of the City's Comprehensive Plan. Adoption of the Master Plan will also allow the city to develop and adopt a methodology for collecting System Development Charges (SDCs) for parks and open space acquisition and development, and collaborate with neighboring communities to acquire and provide park, open space and recreational amenities.

Presently, there are a number of adopted plans, visioning documents, and ongoing planning efforts that give specific direction for the development of the Master Plan. These include the *Creswell Comprehensive Land Use Plan* (1982), the *Rivers to Ridges Regional Parks and Open Space Vision* (2003), Region 2050 planning efforts[1] and the *City of Creswell and Creswell Region Economic Opportunities Analysis and Implementation Plan* (2005). The policy direction contained in these documents was considered as the Master Plan was developed. All relevant goals, policies, and strategies have been recorded in Appendix A along with a summary findings based on this overall policy direction. The study area for this Master Plan includes the land contained within the existing urban growth boundary (UGB) and areas of potential development over the next 50 years as identified by the Region 2050 project. In addition, other nearby public regional park and open space facilities have been considered in this planning process.

Looking north from Queens Hilltop

Creswell and its History

The City of Creswell is located

[1] Region 2050 is a voluntary, collaborative Regional Planning effort to improve and sustain quality of life in the Southern Willamette Valley over the next 50 years.

approximately 10 miles south of the Eugene-Springfield metropolitan area and 10 miles north of Cottage Grove along the Interstate 5 corridor. Located in the southern part of the Willamette Valley where the foothills of the coast and Cascade Ranges begin to merge, Creswell is situated in a relatively flat river valley with a backdrop of forested foothills to the east and west. One of the City's prominent natural features is Creswell Butte, which rises to over 900 feet in elevation. Hill Creek flows through town north toward the Coast Fork of the Willamette River and Camas Swale Creek lies to the north of town. Due partly to the relative flatness of the floodplain, wetlands are associated with Hill Creek.

Historic downtown Creswell

Creswell was settled in 1872 by Alvin Hughes and James Robinett just south of where the railroad traveled from Eugene. In 1873, the Creswell Post Office opened and the City was named after John Creswell, who was then U.S. Postmaster General. Creswell's economy centered around a grist mill in the community. Agriculture included wheat, cattle, and hog farming, with fruit trees adding to the economy by the end of the nineteenth century. By the time of Creswell's incorporation in 1909, there were 5,000 acres of producing orchards, a cannery, a packing plant, a fruit dryer, doctors, dentists, and a variety of businesses clustered around Oregon Avenue.

Creswell Today

Over the years, Creswell has grown from a farming community into a city with close ties to the metropolitan area. Population has more than tripled, growing from 1,199 in 1970 to 3,990 in 2003. Creswell's growth rate outpaced both Lane County and State of Oregon growth rates over that 33-year period, and Creswell's share of population in Lane County grew from 0.6 percent in 1970 to 1.2 percent in 2003. The current Creswell UGB contains 1,326 acres with 975 of this acreage within the city limits. Nearly 47 percent of all land inside the urban growth boundary is designated for residential use. Thirteen percent is designated for commercial uses, 10 percent is designated for resort commercial uses, and 11 percent is designated for industrial uses.[2] Creswell's largest employment industries are in four sectors: Government, Manufacturing, Retail Trade, and Accommodation and Food Service.

Creswell's housing stock today consists primarily of single-family homes; Creswell's percentage of single-family housing units exceeds Lane County's percentage. Approximately two-thirds of the housing within the UGB is single-family detached, 15

[2] Creswell Economic Opportunities Analysis, March 2005

percent is manufactured dwellings in parks, and 11 percent is multi-family. The median value of owner-occupied units was lower than that of Lane County although these values may reflect the higher percentage of manufactured dwellings in parks, which do not include the land as part of the unit. Recent development in Creswell since 2000 has included higher-end dwellings in the vicinity of the Emerald Valley resort, east of Interstate 5. The City of Creswell had a higher percentage than Lane County of owners than renters, even though median contract rent was lower in the City of Creswell. Median contract $417, more than $100 less than Lane County's average median contract rent.[3]

The City's location along the rail line, state Highway 99 and Interstate 5 (I-5) has had tremendous influence on the City. The new I-5 overpass will improve east-west accessibility for cars, bicycles and pedestrians. Creswell is also home to the Creswell Airport, often called Hobby Field after one of the five aviation enthusiasts who built the airfield, Walter "Hobby" Hobbensiefken. The airport is located on a 101-acre site on the east side of Creswell.

Lane County School District 40 serves the City of Creswell and a surrounding district of about 69 square miles. There are three schools, all located within the city limits: Creslane Elementary School, Creswell Middle School, and Creswell High School. End of the 2003-2004 school year enrollment totaled 1,127.

Creslane Elementary School

The Creswell community is close-knit with pride in their schools, city government and location. The median age was 31.7 years, nearly five years younger than that of all Lane County.[4] Creswell hosts and enjoys numerous events throughout the year, including the 4th of July celebration, Day on the Green, Dewey Decimal Days, Harvest Dinner, All-Class Reunion, and the December Downtown Tree Lighting Ceremony. An overall community vision was developed recently, which states *The City of Creswell, with its economically viable downtown; small, clean industries; cohesiveness; and beautiful setting, will continue to serve the commerce, educational and recreational needs of the community and the rural area surrounding Creswell. The City values and will continue to build upon its close-in rural location for economic, cultural and recreational purposes.* As part of this Master Plan, the Parks and Open Space Committee developed a vision specific to parks and open space (see Section 6).

[3] U.S. Bureau of Census, 2000 data
[4] U.S. Bureau of Census, 2000 data

Population and Employment Projections

Creswell's significant population increase is projected to continue in the upcoming years. Population forecasts show that Creswell is expected to grow faster than any city in Lane County except Coburg over the 2004-2025 period.[5] Lane County coordinated population projections for the City of Creswell, adopted in February 2005, forecast that 7,300 people will live within Creswell's city limits in 2025.

As part of Region 2050, the projected population for Creswell in 2050 ranges from 14,920 to 22,858, depending on the growth approach that the City chooses. For the purposes of this project, a population of 14,920 was used.[6] This average annual growth rate (2.72 percent) is similar to the adopted average annual growth rate between 2005 and 2025 (2.53 percent). Total acreage of land inside Creswell's urban growth boundary for 2050 ranges from 1,737 to 2,899 acres.

Creswell's proximity to larger urban areas and location on I-5, along with its small-town character, are a primary comparative advantage for economic growth in Creswell. An analysis of national, regional and local economic conditions and trends, and Creswell's comparative advantages imply the following for overall economic development in Creswell[7]:

- The Creswell Airport may help Creswell attract businesses engaged in the manufacture and service of aircraft, avionics, and related equipment.
- Creswell's semi-rural setting, access to I-5, and workforce availability make Creswell attractive for businesses in manufacturing, such as the manufacture of RVs and related equipment, high-tech electronics, food processing, industrial equipment, recreational equipment, and other specialty manufacturing, and/or businesses in warehousing and transportation.
- Creswell's attractive semi-rural area could make it a location for software design, engineering, research, and other professional services that are attracted to high-quality settings.

Employment is currently dominated by Commercial uses (53 percent), followed by Industrial (33 percent) and Public (14 percent). It is anticipated that Creswell will receive an increasing share of employment growth in Lane County as it becomes a more fully developed community, and growth from spillover caused by increasingly and crowded conditions in Eugene and Springfield. Almost 900 jobs are expected to be added to the Creswell UGB between 2003 and

Los Cabos restaurant in downtown Creswell

[5] Coburg will be installing its first sewer system, which is projected to relieve pent-up demand for development

[6] Region 2050 Compact Growth Scenario population

[7] Creswell Economic Opportunities Analysis, March 2005

2025 in Commercial, Industrial and Public land use types: Commercial land uses are expected to add about 500 jobs (55 percent of the total number of jobs) and include retail stores, commercial services, professional and administrative offices, and similar activities. Industrial land uses are expected to add about 350 jobs (35 percent of the total) and include manufacturing, warehouse/distribution, wholesale trade, construction, and similar activities. It is expected that public land use types will add about 30 jobs between 2003 and 2025, but will decline from 14 to 10 percent of the total.

Anticipated Growth Patterns

Mural of historic Creswell shop

A recently completed Preliminary Evaluation of Potential Urban Growth Boundary Expansion Areas indicates that the City of Creswell will face some difficult decisions regarding where it expands its UGB. State statute (ORS 197.298) requires the City to look at exception land first. The areas that best appear to meet Creswell's need for land to support employment uses are located on Highway 99 north of the current UGB. This area appears best because of the access provided by Highway 99 and the visibility of these areas from I-5, particularly land east of Highway 99. If the North study area (identified as lands north and west of the existing UGB, west of I-5 and Highway 99, contiguous with the existing UGB on the north and west side) is included in a UGB expansion, areas designated for employment uses might be extended to the western portion of this study area to create a commercial/industrial district. Land in the North study area adjacent to existing residential uses should also be residential to provide a buffer and transition to commercial and industrial uses.

In addition, the Economic Opportunities Analysis identified land near the Creswell Airport as providing an opportunity for airport-related uses, which are expected to be a growth industry in Oregon. Inclusion of land near the airport for employment uses could justify inclusion of the exceptions areas at the north end of the Airport East study area for efficiency and serviceability.

The Economic Opportunities Analysis also identified Creswell's small-town character and lifestyle as its primary comparative advantage for economic development. In this context, study areas west of I-5 appear to be most appropriate for residential development as they would extend Creswell's traditional residential areas and allow access to schools without crossing I-5.[8]

[8] Preliminary Evaluation of Potential Urban Growth Boundary Expansion Areas, ECONorthwest, July 2005

2. Existing Parks and Open Space

Creswell has two city-owned parks totaling 35 acres. These include Harry Holt Park and Garden Lake Park located on the west and east sides of Creswell, respectively. Harry Holt Park is a neighborhood park located near downtown Creswell in a residential area. It contains play equipment, picnic tables, benches, restrooms, basketball courts, a tennis court and other park amenities. It serves as a key cultural feature for the city center. Garden Lake Park is a community park on the east side of Creswell on Melton Road along I-5. It contains benches, a picnic table, trails, rest rooms, and a fishing dock. It has high visibility from I-5, and has the potential for a multitude of activities.

Harry Holt Park

Creswell High School

Creswell schools function as open space and park areas in many ways. Creslane Elementary contains two play structures (one for smaller children) and a gravel/bark path that connects to the high school. Creswell High School contains a track, football field, soccer fields, ball fields, a tennis court and gravel/bark path connecting to Creslane Elementary. Creswell Middle School contains a dirt track, football field, soccer field, ball fields and basketball hoop. All the facilities are open to public use during non-school hours with some restrictions.

Privately owned Emerald Valley golf course is located on the east side of Creswell along Dale Kuni Road. It is an 18-hole, 7,300-yard championship course that straddles the City's UGB and the county, and extends to the Coast Fork of the Willamette River. The golf course provides physical as well as visual open space.

McKenzie River Trust, a local land trust, holds a conservation easement on 72 acres of Creswell Butte. The intent of the easement is to retain, maintain and manage the Butte in its natural, scenic, and forested condition. Creswell Butte is located just south of Creswell's UGB and rises to 900 feet in elevation. Mature conifers and rock outcroppings form important natural and visual relief for the city. Other portions of Creswell Butte are in private ownership.

Camas on Creswell Butte

The Willamette River and associated greenway runs towards Eugene east of Creswell. Historically, dense riparian forests lined the Willamette River with Douglas fir, Oregon ash, black cottonwood, bigleaf maple, alder, western red cedar, and willow. These riparian forests grew abundantly on the river floodplain, which was interspersed with a network of braided channels and was subject to frequent flooding. Today, the Coast Fork Willamette River provides recreational opportunities including trails, boat launch sites and scenic river corridors. Many areas along the river are in private ownership. The Coast Fork Willamette Watershed Council is in the process of administrating an assessment of the Lower Coast Fork Willamette Watershed sub-basin.

Coast Fork Willamette River

Camas Swale is a creek generally running along the northwest edge of Creswell's UGB. The entire area is located in the flood plain. Mature poplars and willows, as well as invasive non-native species, grow on the creek's banks. Native chub, cutthroat trout, pan fish, nutria, beavers, and ducks have been found there.

Quamash Prairie is a wetland mitigation site owned by Lane County, located along I-5 north of Creswell and south of Short Mountain landfill. The 200-acre site has been restored with various plants native to the area. There is no access to the site at this time.

Cinderella Park is a Lane County-owned and maintained community park on Creswell's east side adjacent to the City's UGB. The park is large, with only a small portion in active use by the local model airplane club. A 10-acre lake with high habitat value is central to the site. The park is gated.

Lane County's Cinderella Park

The developers of the Emerald Valley have developed a small paved multi-use path through a portion of their residential properties. They have also proposed a park as part of their planned unit development adjacent to the east side of Garden Lake Park. The park will include tennis courts, basketball hoops, a play structure, picnic tables, trails and a connection to the east side of Garden Lake Park. These improvements will be funded and installed by the developer, and will be for use by residents of the development.

3. Inventory of Existing City Parks and Area Facilities

Harry Holt Park

Merry-go-round at Harry Holt Park

Size: approximately two acres
Classification: neighborhood park
Ownership: City of Creswell
Context: Harry Holt Park is centrally located within the older part of Creswell close to downtown, one block north of Oregon Avenue. It is surrounded by residential homes.
Level of Usage: High (based in survey results)
Facilities:

- Rest rooms
- Basketball court (6 hoops)
- Tennis court
- Park signage
- Picnic tables (6)
- Benches (3)
- Drinking fountain
- Equipped play area (swings [2 sets, one for younger children], slides [2], balance beam, climbing bars [2 sets], merry go-round, tire)
- Small gazebo
- Trash receptacles (3)
- Open field next to basketball courts
- Large shade trees along perimeter
- Grass
- Parking

Garden Lake Park

Garden Lake Park dock

Size: approximately 33 acres
Classification: community park
Ownership: City of Creswell
Context: Garden Lake Park is a natural park located on the east side of Creswell on Melton Road. It is surrounded by commercial and residential land to the south and east, and I-5 to the west.
Level of Usage: Low (based in survey results)
Facilities:

- Benches
- Picnic table (1)

- Bathroom
- Trails (gravel and dirt)
- Dock/pier
- Trash receptacle

Other Parks and Open Space

Creslane Elementary School

Size: approximately 13 acres
Classification: School grounds
Ownership: Creswell school district
Context: Creslane School is located on A Street and backs up to Creswell High School.
Level of Usage: Low (based in survey results)
Facilities:

- Play structures (2; one geared towards smaller children)
- Courtyard
- Gravel path (12' wide; connects to high school)

One of two play structures at Creslane Elementary School

Creswell Middle School

Size: approximately 16 acres
Classification: School grounds
Ownership: Creswell school district
Context: Creswell Middle School is located on Oregon Avenue three blocks west of downtown.
Level of Usage: Low (based in survey results)
Facilities:

- Pierre Roberts field (dirt track and football goal posts)
- Basketball hoop
- Soccer goals and field
- Ball fields (2; one with dugout and one with benches)

Creswell Middle School Pierre Roberts field

Creswell High School

Size: approximately 40 acres
Classification: School grounds
Ownership: Creswell school district
Context: Creswell High School is accessed from Nieblock Lane. The northern border of the High School Land Laboratory field forms the edge of the city limits and UGB. Camas Swale is located to the northwest.
Level of Usage: Low (based in survey results)

Facilities:

- Markeley field (bleachers, press box, track and football goal posts)
- Soccer goals and field
- Ball fields (2 or 3, with dugouts)
- Gravel path (12' wide; connects to elementary school)
- Bark trail around school (partially developed)
- Tennis court (1)
- Pasture
- Bird watching

Emerald Valley Golf Course

Size: approximately 140 acres
Classification: golf course
Ownership: Emerald Valley Resort
Context: Originally built in 1966, Emerald Valley Golf Course is an 18-hole, 7,300-yard championship course. The majority of the golf course is located outside the Creswell city limits and UGB, and extends to the Coast Fork of the Willamette River to the east. In 2004, four tournaments were held at the course.

Emerald Valley golf course

Other Open Space

Camas Swale Creek

Size: approximately 15 miles
Classification: natural area, linear park, key waterway corridor
Ownership: various with the majority in private ownership
Context: Linear creek running outside Creswell UGB in the northwest Creswell area. The creek has mature poplars, willows, etc. along its banks as well as invasive blackberry bushes. Native chub, cutthroat trout. nutria, beavers, and ducks reside in and along the swale. Located in the floodplain.

Camas Swale

Willamette River and Greenway

Size: approximately 25 miles
Classification: natural area, linear park, key waterway corridor
Ownership: various with the majority in private ownership

Context: The Willamette River Greenway, east of Creswell, provides important recreational opportunities such as trails, boat launching sites, and scenic river corridors. The Coast Fork Willamette River Watershed is identified by McKenzie River Trust as a high priority watershed, and the River to Ridges Regional Parks and Open Space map identifies a trail originating from Buford Recreation Area to follow the course of Coast Fork of the Willamette River.

Creswell Butte

Size: approximately 110 acres
Classification: natural area
Ownership: various with the some parcels in private ownership
Context: Most of Creswell Butte lies just south of the Creswell urban growth boundary. Creswell Butte is a forested out-cropping that provides important natural relief and environmental enhancement and open space for the city. McKenzie River Trust holds a conservation easement on 72 acres on Creswell Butte, which specifies how the site may be used. The site is gated.

Creswell Butte

Cinderella Park

Size: 55 acres
Classification: Community Park
Ownership: Lane County
Context: Cinderella Park is an old landfill site adjacent to but outside the Creswell's UGB. The site contains a small lake (10 acres) with high wildlife habitat value. The park is within 100-year flood hazard zone and Willamette River greenway. The South Lane/ Eugene Radio-Controlled Model Airplane Club has an agreement with Lane County to use the site. The site is currently gated.

Emerald Valley Development Path System (Private)

Size: approximately 1 mile
Classification: linear park
Ownership: Emerald Valley Homeowners Association
Context: A portion of the Emerald Valley area development is served by a paved path that is adjacent to a linear body of water (not named). The path begins at the bridge on Emerald Parkway and dead-ends at The Village residential subdivision. It is planned to continue north towards Hill Creek and tie into Dale Kuni Road.

Emerald Valley Resort's path system (private)

Emerald Valley Resort Proposed Recreation Area (Private)

Size: approximately 9 acres
Classification: neighborhood park
Ownership: Emerald Valley Homeowners Association
Context: A recreation area consisting of three acres that will be developed with four private tennis courts, two basketball hoops, a play structure, covered area, picnic tables, trails, a small boat dock and a parking lot. An open space area totaling about six acres will remain undeveloped for passive recreation.

Quamash Prairie

Size: approximately 200 acres
Classification: wetland mitigation site
Ownership: Lane County
Context: Quamash Prairie is a 262-acre site owned by Lane County, located south of Short Mountain Landfill and east of Interstate 5. Quamash Prairie currently consists of a 28-acre wetland mitigation site, with the remainder currently under permit process to become a mitigation bank for Short Mountain Landfill. The site will be restored with varying native vegetation. It is likely that the site will be managed and maintained by Lane County parks once restoration is complete.

Quamash Prairie

Hill Creek

Size: unknown
Classification: natural area, key waterway corridor
Ownership: various; private property owners
Context: Linear creek running along and outside the urban growth boundary in the northeast Creswell area. The Oregon Department of Fish & Wildlife observed cutthroat trout and other exotic fish species in Hill Creek. Lower Hill Creek is fed from natural sources and a “push up” dam on the Cost Fork Willamette River. A flood control project diverts flow under Highway 99 to Lynx Hollow road. The diversion creates passage problems for fish attempting to migrate directly into Upper Hill Creek. The amount of flow diverted into the raceway acts as a velocity barrier to migrating cutthroat trout for much of the spawning season. Cutthroat trout have been documented above the diversion, so passage is possible during period of lower flow. Remnant populations of cutthroat trout have been observed in Upper Hill Creek.

Creswell Parks and Open Space Master Plan

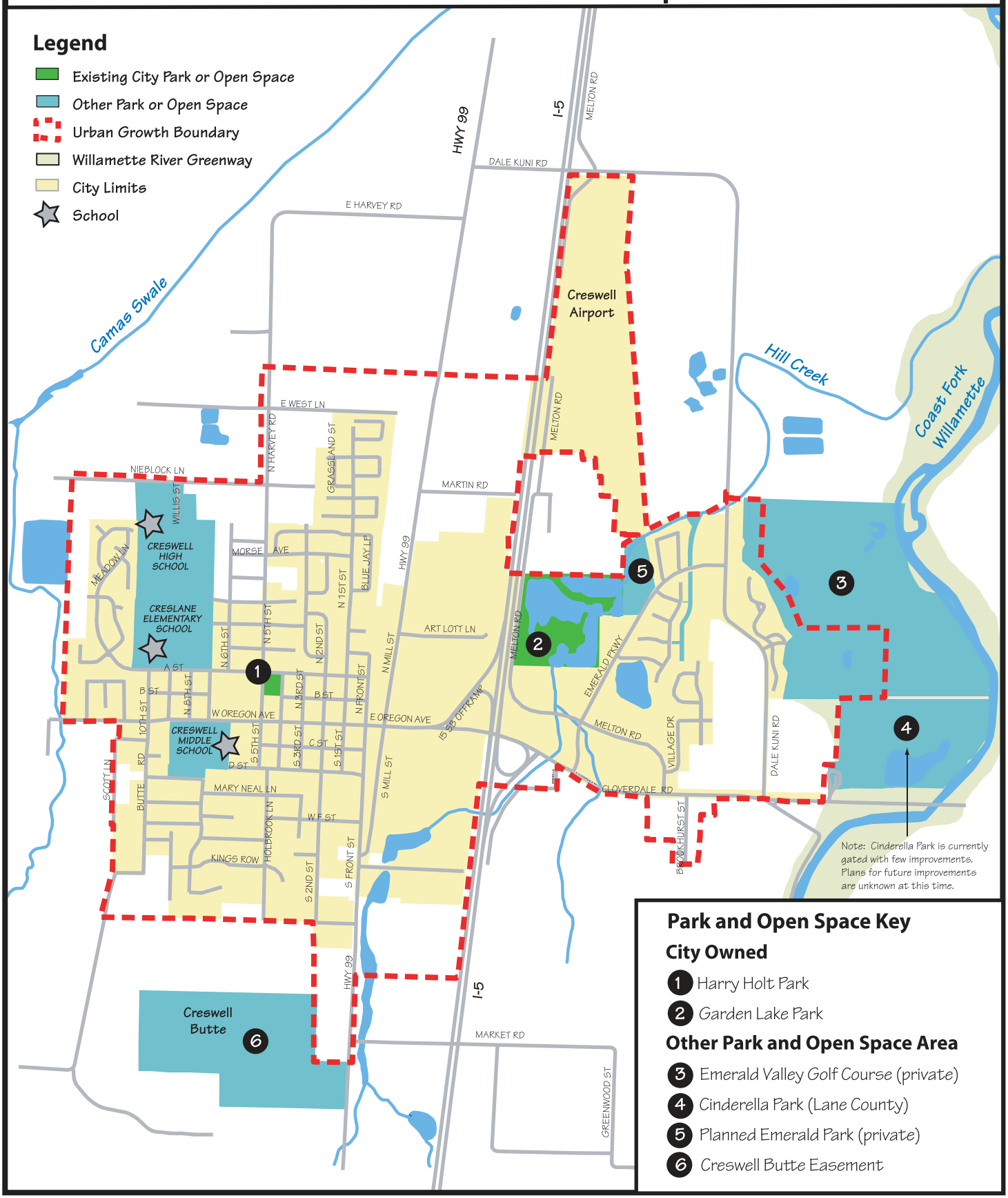
Existing Parks and Open Spaces

North

Scale

0 500 1,000 1,500 2,000 Feet

July 2005



4. Creswell Parks and Open Space Classifications

Classification	Desirable Size	Service Area	Acres/1000 Population	Desirable Site Characteristics	Use/Purpose
Mini Park	0.25 – 0.5 acres	1/8 – ¼ mile radius	0.5/1000	Integrated within neighborhoods or adjacent to employment areas. Can contribute to a neighborhood's identity.	Specialized facilities that serve a limited population. Can include small scale playground apparatus, picnic area, and seating. May be a central feature of a neighborhood.
Neighborhood Park	2.0 – 4.0 acres	¼ – ½ mile radius	2/1000	Easily accessible from neighborhood (and employment areas if appropriate). Can contribute to a neighborhood's identity.	Intense active recreation such as field games, playground apparatus area, picnicking, wading pool, court sports. May be a central feature of a neighborhood.
Community Park	15 acres +	½ – 1 mile radius	4/1000	Easily accessible to the city's population by multiple modes (pedestrians, bicycles, automobiles). May include natural or scenic features.	Areas for intensive recreational activities such as athletic complexes and playground apparatus. May also include natural areas, walking or running trails, dog run area, picnic facilities for large groups, skate park, and space for holding large community or regional events.
Natural Area Park	Sufficient size to adequately protect the resource	-	4/1000	Significant natural areas or unique natural features such as creeks, wetlands, and forest.	Wildlife habitat, visual quality, walking and passive recreation such as bird watching and nature photography; viewshed protection.
Linear Park / Trail Connection	Sufficient width to accommodate trails and to buffer adjacent uses	-	0.1/1000	Waterways, abandoned rail corridors, power corridors, or other linear features. Minimum corridor width typically 15 feet or greater.	Creates pedestrian and bike links between parks, neighborhoods, natural areas, and school. May also serve as a wildlife corridor between natural areas or as a buffer between conflicting uses.
Pocket Park (urban plaza)	<0.2 acres	-	As needed to balance urban density	Integrated within commercial areas, downtown, along major streets, and within neighborhoods.	May accommodate seating, monuments, historical markers, ornamental fountains, drinking fountains, and other small scale public amenities. Could be part of a street right-of-way.
Special Use Facilities	Varies; sufficient to accommodate activities	-	3/1000	Provides a variety of recreational opportunities for all ages, including community social activities	Special use facilities have unique features and/or specialized functions.

5. Public Involvement and Needs Analysis

Public Involvement

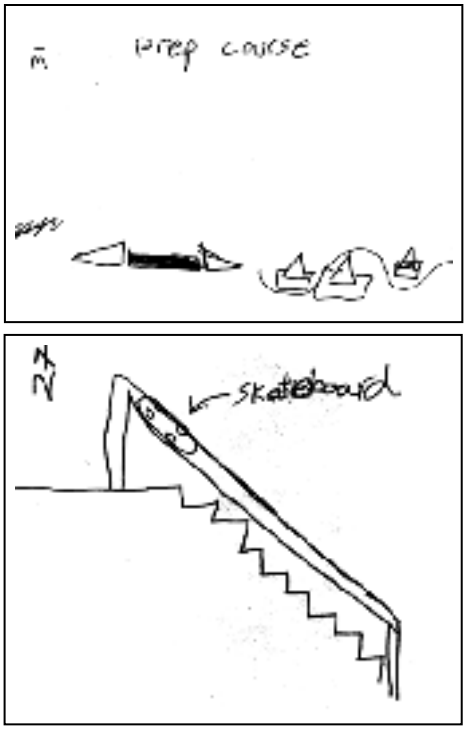
The citizens of Creswell were involved in this planning effort in a number of ways. The Creswell Parks and Open Space Committee provided input during the planning process on a regular basis, holding monthly meetings to help guide the development of the Master Plan. The Parks Committee consists of members of the general public appointed by the Creswell City Council. All Parks Committee meetings were open to the general public. In March, the committee took a Saturday tour of area parks and open space, visiting Garden Lake Park, Cinderella Park, Creswell Butte, Harry Holt Park, Creslane Elementary School and Creswell High School. Many committee members also helped at a Garden Lake Park clean-up prior to the tour.

Parks committee touring Garden Lake Park, with committee member and Mayor Ron Petitti discussing future improvements

Towards the beginning the planning process (December 2004), a parks and open space survey was mailed out to all city residents and businesses within the City of Creswell. Approximately 400 questionnaires were returned. The purpose of the survey was to determine what uses and facilities are currently missing and what uses and facilities are important to the community. The survey was not intended to be statistically valid but to be used by the Parks Committee and staff to help determine current park usage, facility needs, and community priorities. The full survey and results are included as Appendix C of this report. Major findings include:

- Eighty-four percent (84%) of respondents said that parks and open spaces are important or very important
- Eighty-eight percent (88%) responded that they had used a park, open space or recreation facility outside of Creswell in the past year
- Forty-nine percent (49%) of respondents are somewhat satisfied with the existing facilities; 41 percent are not very satisfied
- In its current configuration, Garden Lake Park is not used very often
- The top three reasons why respondents don't use parks in Creswell include: not enough time, lack of facilities, and poorly maintained
- The top three most needed outdoor recreation facilities include: off-street multi-use paths; outdoor water play park; and playgrounds
- The top three most needed major projects include: purchase or otherwise preserve nearby lands; develop a large, multi-use community park; and update and renovate existing parks

Review of materials at the May open house



Skateboard park ideas by Jena Williams, Creslane Elementary, Grade 3

On May 17, 2005, the parks committee hosted a two-hour public workshop at the Creswell community center to get feedback on the draft master plan objectives and implementation strategies, vision map, and potential park locations. Approximately 35 people attended this workshop, and the feedback and comments from this workshop were recorded and used by the Parks Committee and staff to refine the Master Plan. Generally, proposed concepts, particularly trail connections, were well-received, although there was interest in seeing those connections closer to parks. A skateboard park and community pool were mentioned as desirable amenities. Appendix D includes a summary of comments from the open house.

Needs Analysis

As part of the planning process, a needs analysis was conducted to determine the City's current park and open space deficiencies as well as the projected needs for the next twenty and fifty years based on population projections. Using state and national park and recreation guidelines, the Parks Committee set target acreages for mini, neighborhood parks, and community parks. This number was set at 6.5 acres per 1,000 population, with the breakdown by park type shown in the table on page 19. With the inclusion of natural areas, linear parks and special use facilities, the overall number was set at 19.6 acres per 1000 population. Pocket park acreage is not included in this total.

With this 19.6 acres/1,000 target, it was determined that the city currently has a deficit of mini-parks and neighborhood park acreage with 0.5 acres of neighborhood park (2 acres/1,000 target) and no mini parks (0.5 acres/1,000 target). The current need for community parks is met with Garden Lake Park (8 acres/1,000 existing; 4 acres/1,000 target), Creswell Butte natural area (18 acres/1,000 existing; 10 acres/1,000 target), and special use facilities, if the Creswell community center (1 acre) and Creswell schools (including fields and auditoriums) are considered. The proposed standard for linear parks/trail connections is 0.1 acre/1,000.

With a projected population of 7,300 by the year 2025, the analysis determined that the City would need an additional 13 acres of neighborhood park land, four acres of mini park land, one acre of natural area, and one acre of linear parks/trail connections. That translates into approximately three additional neighborhood parks, three additional mini parks, and linear parks/trail connections (non-motorized) to open space at the city edges. Camas Swale, the Willamette River and Hill Creek have been identified as "blueways," linear corridors that follows major rivers and creeks.

Cinderella Park

In 2050, the City will need approximately three additional neighborhood parks on the east side of I-5, one community park on the west side of I-5, and 76 acres of natural areas, including additional land on Creswell Butte and Camas Swale wetland/floodplain. Linear parks/trail connections are also needed from schools and parks (totaling two acres) to and along Creswell Butte, Camas Swale, Willamette River, and potentially Bear Creek.

A small city-owned parcel of land south of Cloverdale Road at River Drive could potentially provide Willamette River access. Discussions have also occurred about a community center in northwest Creswell and a pocket park on Honkers Street near the proposed water tower.

In addition to the needs analysis, a service area assessment was conducted as well. This was done by using a service area guideline of 1/4 mile radius for neighborhood parks and 1/2 mile radius for community parks. In addition, major streets such as Oregon Avenue, Interstate 5, Highway 99, the railroad, and Cloverdale Road were considered barriers to walking, so an assumption was made that residents who had to cross these streets to gain access to a park were not fully served (see Service Areas Map). The service areas are simply guidelines to help site future parks and not intended in any way to restrict use. With this service area criteria, it was determined that the existing neighborhoods to the south of Oregon Avenue, north of Scarborough, and east of Dale Kuni Road, along with most of the city's employment areas (between Highway 99 and I-5, and at the Creswell Airport) are currently underserved by park facilities. The new I-5 overpass will include pedestrian amenities and generally improve access to Garden Lake Park and other areas on the east side of I-5. Assuming that future growth will require an expansion of the current UGB, these growth areas will eventually need to be served by parks and open space as well.

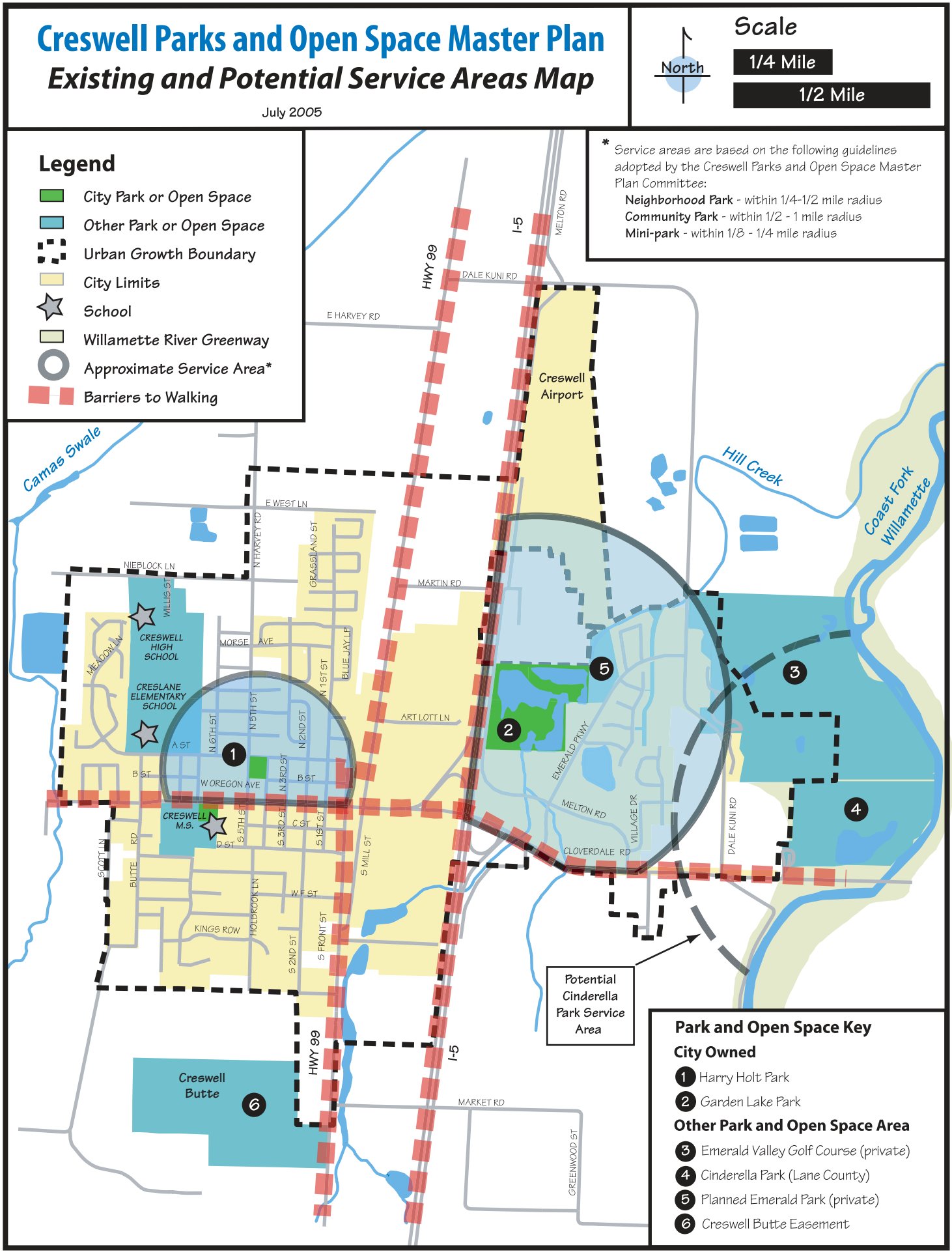
Garden Lake Park

Future neighborhood and mini parks have been sited on the Proposed and Potential Parks and Open Spaces map (page 26) based on the needs analysis, service area assessment, and direct input from the Parks Committee and staff. A number of potential sites have been identified for future neighborhood parks, mini-parks, a community park, and open spaces, but actual siting will be based on land availability, interested property owners, and available funding.

Creswell Parks and Open Space Master Plan

Existing and Potential Service Areas Map

July 2005



6. Plan Vision, Objectives, Strategies, and Actions

Parks and Open Space Philosophy/Vision

The Parks Committee developed an overall philosophy/vision based on survey results and thinking about what they would like to see and experience in a parks and open space system 20 years from now.

> **Vision for the Future**
>
> Creswell's parks and open spaces will help sustain a desirable quality of life for all ages through a variety of parks and recreational opportunities, interconnected trails, natural areas, and community programs and facilities.

Plan Objectives, Strategies, and Actions

A. Connectivity

Objective

Provide a series of safe transportation and uninterrupted recreational corridors that link parks and open space areas with neighborhoods, schools, places of employment and to other surrounding public open space areas, including nearby natural areas, regional parks, and trails.

Recommended Strategies and Actions

1. Create a series of bicycle and pedestrian pathways (multi-use paths), designated horseback trails, linear parks and/or transportation corridors that connect new growth areas with the downtown, existing neighborhoods, schools and employment areas. Provide similar connections for residential and commercial development, and employment areas east of Interstate 5.
2. Use multi-use paths to connect existing and planned park and open space facilities to create a park and open space system as opposed to a series of isolated facilities.
3. Provide safe and convenient pedestrian and bicycle access to all new and existing park and open space areas, including over Interstate 5.
4. Create a linear park corridor that provides a link from Creswell to the existing and proposed trail network in the Eugene-Springfield area, the Willamette River and additional connections southeast of Creswell (Bear Creek-Rodgers Road).

The Row River trail near Cottage Grove is an example of a multi-use path

B. Parks and Open Space Accessibility

Objective

Provide safe and convenient pedestrian and bicycle access to all existing and future park and open space areas and ensure equitable distribution of neighborhood and/or mini parks throughout the city.

Recommended Strategies and Actions

1. Provide at least one neighborhood or mini-park within a safe walking distance of every resident of Creswell. Every resident, at a minimum, should have a neighborhood park within ¼ to ½ mile or a mini-park within 1/8 to ¼ mile of their home. Interstate 5, Highway 99, the railroad tracks, Oregon Avenue and Cloverdale Road are all considered barriers to walking.
2. Provide at least one community park or school ball field within ½ to one mile of every resident of Creswell. Interstate 5, Highway 99, the railroad tracks, Oregon Avenue and Cloverdale Road are all considered barriers to walking.
3. Strive to have at least one neighborhood or mini-park within a safe walking distance of every employee working in Creswell, using the same criteria proposed for residents. Area businesses should be encouraged to provide such facilities for their employees' use or to provide contributions to the City to help develop facilities in proximity to their business.
4. The Creswell School District and the City should collaborate on utilization of school district facilities by City residents, including daily basis and City-sponsored events. A formal arrangement should be proposed and discussed with the School District. The School District and City should develop and maintain inventories and evaluations of shared sports facilities.

The Creswell School District and City could collaborate on utilization of school grounds

C. Existing Park and Open Space Facilities

Objective

Maintain and improve Creswell's existing parks, open space areas, and facilities.

Recommended Strategies and Actions

1. Preserve distinctive natural features and viewsheds for their scenic, recreation and habitat value, as well as their contribution to Creswell's rural atmosphere, including Creswell Butte and the Willamette River Greenway.
2. Preserve and sustain natural drainage ways and areas that are flood-prone areas and, where appropriate, convert them into open use areas.
3. Maintain and improve existing park and open space areas and recreation facilities within the community.
4. Consider taking over conservation easements held by non-profit land trusts.
5. Consider a review of existing parks to determine whether they meet current safety requirements and provide access for people with disabilities.

Looking towards Creswell Butte from Creswell Middle School

6. Harry Holt Park:
   - Work with Project Playground to allocate funds to provide additional amenities in the park such as improved lighting, improved play equipment, new plaza, formal garden, benches and tables.
   - Consider improved safety measures such as lighting, access to the park from adjoining neighborhoods and neighborhood patrols.
7. Garden Lake Park:
   - Provide formalized public access around the park in the form of a soft surface trail (bicycle and pedestrian only) or boardwalk, and consider the addition of interpretive signage and a wildlife viewing area. Site trails to minimize impact to wildlife habitat.
   - Enhance the park's habitat by controlling non-native invasive plant species, planting native wetland trees, shrubs, forbs, and grasses, and incorporating wildlife habitat features such as bird boxes, habitat snags, and basking logs.
   - Develop a multi-purpose ball/soccer field for non-league games (informal, pick-up-type recreation).
   - Improve safety and security at the park through lighting and other mechanisms. (Note: lighting should not interfere with wildlife habitat).
   - Work with private developers to solicit funds for improvements at the Park, including picnic areas, parking (automobile and bicycle), bridges, benches, bleachers, bathrooms, etc. Consider allocating City funds to make some improvements.

Looking east from Garden Lake Park

8. Creswell Butte:
   - Consider collaborative partnerships among McKenzie River Trust, landowners, and the City of Creswell to provide public access. These may include interpretive signage, wildlife/bird viewing, star gazing areas and walking trails, and may outlined in a master plan. Any planning or implementation should include maintenance obligations and comply with conditions in any applicable conservation easements.

Looking up towards Creswell Butte

D. Future Park and Open Space Facilities

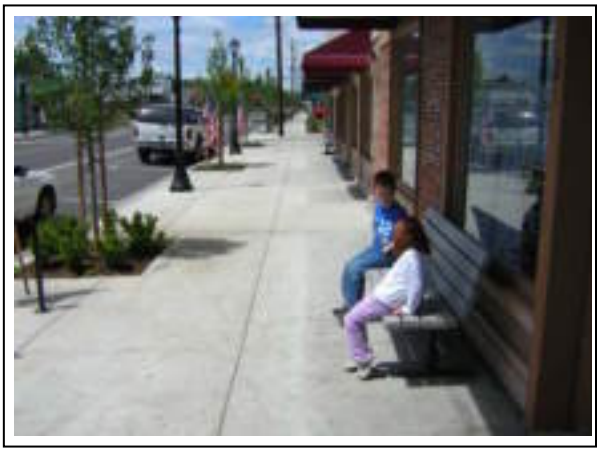
Objective

Provide a variety of park and open space types and facilities to serve the diverse needs of the community.

Recommended Strategies and Actions

1. Reinstate the Creswell Parks Advisory Board to create, develop and maintain park and recreation facilities for the City of Creswell (Creswell City Ordinance No. 189, adopted March 1974).

2. Strengthen the Creswell Development Code requirements for dedication of parkland by developers and builders.
3. Explore new facilities that would be desirable to the community (for example, a community pool, skate park, amphitheatre, etc.). These may be outdoor or indoor facilities.
4. Provide attract public spaces and facilities downtown as part of downtown development (plazas, courtyards, extra-wide sidewalks, etc.)
5. Find funding to expand parks and recreation facilities to meet current and future demands.



Extra-wide sidewalks, street trees and benches make downtown Creswell an enjoyable place

A Farmer's Market would echo Creswell's agricultural heritage

6. Prepare a proposal for approaching neighboring property owners about acquiring conservation easements or outright purchase of land adjoining the McKenzie River Trust property on Creswell Butte.
7. Consider locating a Farmer's Market near downtown.
8. Create and maintain a Creswell-based recreation program for youth, families and adults.
9. For each 1,000 residents, the City should provide a combined total of approximately 6.5 acres of community, neighborhood, and mini-park land. This will include approximately 2.0 acres/1,000 residents of neighborhood park land, 0.5 acres/1,000 residents of mini-park land, and 4 acres/1,000 residents of community park land. The City will strive to provide a total of 19.6 acres/1,000 population with the inclusion of linear park land (0.1 acres/1,000 residents), natural areas (10 acres/1,000 residents) and special use facilities (3 acres/1,000 residents) to the community, neighborhood, and mini-park land total.
10. Acquire land for at least three neighborhood parks approximately 2-4 acres in size that will serve current and projected recreational needs of the north Creswell area and on the east side of Creswell east of I-5.
11. Consider the best location for a long-range future community park and adequate neighborhood parks within the proposed Region 2050 growth areas.
12. Design new parks and facilities for efficient maintenance.
13. Expand the uses at the existing Community Center and explore partnership opportunities for space for classes, senior activities, aerobics, youth activities and meetings.
14. Look for opportunities to integrate pocket parks within commercial areas, the downtown, along major streets, and neighborhoods as needed to balance urban density and create visually pleasing public spaces.
15. Provide the following basic facilities in all existing and future community, neighborhood, and mini parks: signage, park benches, picnic tables, play equipment, irrigation, drinking fountains (may not be included in all mini parks), and lighting (may not be included in all mini parks).
16. Consider incorporating the following facilities into future community or neighborhood parks:
    - Rest rooms (neighborhood and community parks)

- Amphitheater for outdoor events (community park)
- Wading pool (one facility in a neighborhood or community park)
- Lighted ball fields (community park)
- Dog run area (one facility)
- Skateboard park (one facility)
- Recreational facility oriented toward teens (Community Park)

Looking out over one of the Garden Lake Park lakes

17. Complete a Local Wetlands Inventory and/or Goal 5 analysis to determine where significant wetlands or environmentally sensitive areas are located.
18. Develop a plan that enumerates how to protect and manage natural areas for habitat, water quality, etc.
19. Improve access to the Willamette River.
20. Maintain contact with the Coast Fork Willamette Watershed Council.

E. Land Use

Objective

Integrate future park and open space facilities directly into Creswell's new growth areas wherever possible and work toward maintaining a well defined transition between Creswell and the adjacent rural lands.

Recommended Strategies and Actions

1. Freeway tourist commercial development should build upon nearby recreation opportunities including Emerald Valley Resort and golf course, and the Creswell Airport.

The Willamette River flows east of the golf course

2. Work with Lane County, the City of Eugene, Cottage Grove, McKenzie River Trust, local watershed councils, private land holders, and other potential partners to preserve key natural areas that surround Creswell and give the city uniqueness and a sense of place. Special attention should be paid to preserving Creswell Butte, Camas Swale, Hill Creek and the Willamette River.
3. Maintain an open space buffer between residential and industrial/large-scale, incompatible commercial uses. This buffer should be heavily planted in a forested character to provide visual and air quality benefits and may function as a recreational corridor if the land is in public ownership or if an access easement is included and public safety is assured. Consider appropriate conditions for the site in terms of access, stormwater treatment, prioritization of uses, overall management, etc.
4. Encourage the preservation and incorporation of parks, natural features, and open space directly into new residential developments. Consider scale, habitat value, public access, stewardship (maintenance responsibilities),

appropriate recreational activities, etc. for the site. Conditions for access, stormwater treatment, prioritization of uses, overall management, etc. may be appropriate.

5. Consider developing Best Management Practices (BMP's) for natural features and open spaces that are being preserved.
6. Work with public and private land owners outside the city limits to enhance the connectivity of habitat and waterways between city-owned natural areas and open space along the urban fringe.

F. Funding and Plan Implementation

Objective

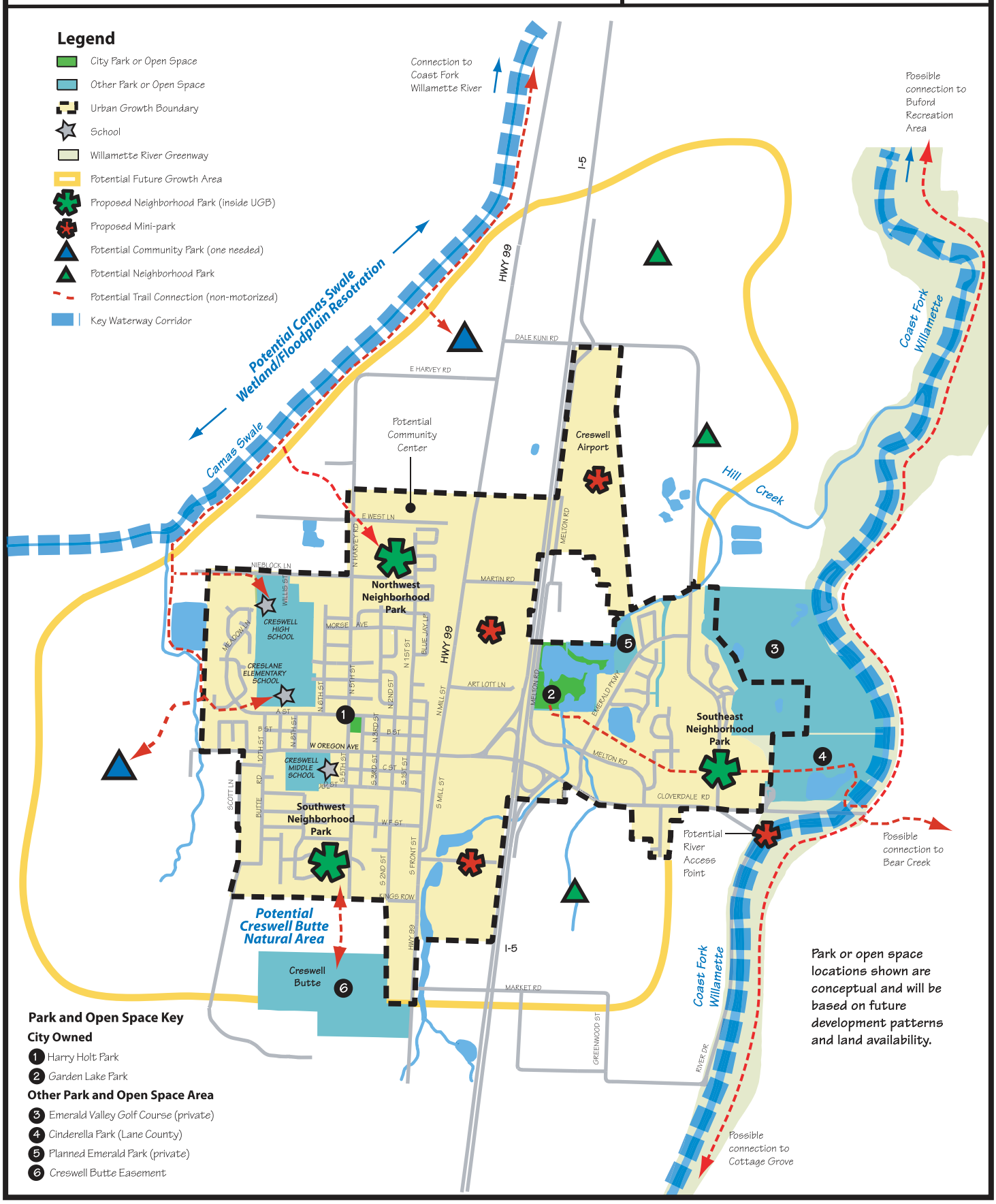
Consider a variety of funding sources and public and private partnerships to implement the Master Plan.

Recommended Strategies and Actions

1. Rely on voluntary participation of property owners whenever possible when acquiring or otherwise protecting land for park or open space use.
2. Consider a variety of funding sources for acquisition, development, and enhancement of Creswell's park and open space system including System Development Charges (SDCs); community bonds; the creation of a park district (or joining an existing district); donations of money or land; and state, federal, and foundation grants.
3. Develop a parks SDC methodology and ordinance immediately following the adoption of the Parks and Open Space Master Plan.
4. Use limited local funding sources to help leverage additional state, federal, and foundation funds wherever possible.
5. Partner with state, federal, and county agencies, land trusts, local watershed councils, and property owners to work toward protecting key open space areas adjacent to Creswell.
6. Consider an annual review of the Recommended Strategies and Actions annually and make recommendations on how best to implement the plan based on current opportunities and funding opportunities by the Creswell Parks Advisory Board.
7. Consider as an option, the purchase of conservation or access easements as an alternative to outright acquisition of property.
8. Encourage and advocate for private donations of land, money, or easements to help with the acquisition, enhancement, and development of park and open space areas.
9. Set priorities for phased implementation of the Master Plan and be prepared to take advantage of opportunities as they arise.
10. Encourage volunteerism in park and open space operations as a way of reducing costs to the City and encouraging stewardship. Consider creating a non-profit foundation to support acquisition of parks and open space. Consider neighborhood adoption of mini-parks or community gathering areas.
11. Consider community surveys periodically to gauge interest, use and sentiment within the community.
12. Consider developing a formal use agreement between the City and the School District that would allow for more efficient use and access to the school's recreational facilities.
13. Ensure that sufficient operations and maintenance funds are identified for both existing and planned facilities.

Creswell Parks and Open Space Master Plan

Proposed and Potential Parks and Open Spaces



7. Capital Improvement Plan

This section provides an overview of the financing strategy for implementation of the Master Plan. A Capital Improvement Plan (CIP) has been developed under two phases and provides specific cost estimates for the priority capital improvement projects identified in the Master Plan. Additional capital improvement projects have been identified and listed following the two phases, although expenditures and revenue have not been identified for these projects. Phase I covers the years 2005-2010 and Phase II covers the years 2011-2016. All costs represent 2004-2005 dollars and do not reflect inflation or increases in land value.

Potential funding opportunities have also been listed and specific elements can be pursued in the coming years. In all likelihood, over time, new funding sources will become available as some that are listed are phased out. It is important to monitor these sources and be prepared to take advantage of opportunities as they arise. An extensive list of possible funding sources for park and open space acquisition and development is included in Appendix B.

Financing Strategy

Under the two phases (12 years) of the proposed CIP, the projected capital cost is estimated to total $2,341,500, excluding operations and maintenance costs. Funding levels are based on a reasonable estimation of existing park funds, projected system development charge revenues, projected donations and partnerships, and projected grants. A system development methodology for parks and open space has not yet been adopted by the city, but it is anticipated following the adoption of this Master Plan. The projected SDC revenue for parks and open space are estimated to be $90,000 per year based on current population projections, which translates to $2,000 per new residential dwelling. A lesser amount could be assessed per new residential dwelling if park and open space SDCs are assessed for new commercial and industrial development. Total projected SDC revenues over twenty years under this scenario total $1,800,000. It is possible that without this level of SDC revenue, a general obligation bond would be required to meet capital improvements.

Phase I Strategy

The expenditures proposed under Phase I will generally focus on the following:

- Acquisition of land for three proposed neighborhood parks, three mini-parks , and two trail connections
- Planning and design for three proposed neighborhood parks, three mini-parks, and two trail connections
- Reconvening of the Creswell Parks Advisory Board
- Capital improvements for the two existing City parks (Harry Holt Park and Garden Lake Park) and Creswell Butte.

Phase II Strategy

The expenditures proposed under Phase II will be targeted toward the following:

- Continued land acquisition for future parks not achieved under Phase I
- Trail connections to, from and along Creswell schools, northwest Creswell community center, northwest neighborhood park, southwest neighborhood park, southeast neighborhood park, Garden Lake park, and Cinderella Park
- Continued planning and design for Garden Lake Park, airport park, and the southeast neighborhood park
- Implementation of the Creswell Butte Master Plan

Donations, SDCs, and grant revenues will be utilized to fund Phase II projects. It is possible that the Master Plan will be updated prior to the beginning of the Phase II time frame, so additional capital improvements and revenue sources will be integrated at that point.

Other Projects Strategy

Projects outside Creswell's UGB and Region 2050 growth areas that connect to larger, regional systems, are noted as "Other Projects." These projects and associated expenditures will likely be joint among local, state and federal entities, all of whom have an interest in the regional system. These include (but are not limited to):

- Acquisition of land for the Camas Swale wetland-upland community buffer
- Acquisition of land and/or easements for the Camas Swale blueway, Hill Creek blueway, and Willamette River blueway
- Acquisition of land and/or easements for trail connections to, from and along Camas Swale, the Willamette River, and Bear Creek

Section 8, Implementation, also describes implementation of regional-level projects.

Proposed Capital Improvements and Projected Revenues

Projects listed in the CIP are organized into the following categories:

- Acquisition;
- Planning and Design;
- Park Development (development of new parks);
- Park Improvements (renovations and improvements to existing parks); and
- Linear Park Development and Trails

Projects are sorted by west and east of I-5. All projects listed in the CIP are also identified in Section 6, Objectives, Strategies, and Actions and on the Proposed and Potential Parks and Open Spaces map (page 26).

Phase I Capital Improvements

Phase I includes estimated revenues and expenditures for the years 2005-2010. This phase is a pay-as-you-go approach relying on funds already in existence, SDCs, and a significant amount of grants and donations for existing park improvements. The table below itemizes the estimated revenues:

Projected Funding Sources, Phase I (2005-2010)

Funding Source	Estimated Amount
General Fund allocation	$90,000
System Development Charges*	$801,500
Donations (includes land donations)	$123,000
Grants	$197,000
Total	**$1,211,500**

** Assumes 400 dwelling units*

Projected Funding Sources, Phase I (2005-2010)

The following table itemizes the capital improvements targeted for completion under Phase I. New park acquisition and development dominates Phase 1 efforts. The land acquisition for the new neighborhood and mini-parks would be financed largely through SDC revenues with the possibility of some grants. General funds, donations, partnerships and SDCs would be used for improvements to existing parks, and some planning and design work. Acquisition of land for future park development during this phase may be developed under Phase II. It is possible that with successful grant writing and additional donations that these projects could be completed prior to 2010. In this case, the additional revenue would be put toward the Phase II Capital Improvements list.

Phase I

	Project	Target Funding	Estimated Cost
ACQUISITION			
West Creswell (west of Interstate 5)			
1.	Northwest neighborhood park (Objectives B1, D10)	SDCs (2-4 ac)	$150,000
2.	Southwest neighborhood park (Objectives B1, D10)	SDCs (2-4 ac)	$150,000
3.	Northwest mini-park (Objective B3)	SDCs (1/2 ac)	$25,000
4.	Southwest mini-park (Objective B3)	SDCs (1/2 ac)	$25,000
5.	Southwest neighborhood park to Creswell Butte trail (Objectives A1-4)	SDCs	$25,000
6.	Creswell Butte natural area (Objective D6)	Grants, general fund (50 ac)	$75,000
East Creswell (east of Interstate 5)			
7.	Southeast neighborhood park (Objectives B1, D10)	SDCs (2-4 ac)	$150,000
8.	Airport mini-park (Objective B3)	SDCs (1 ac)	$50,000
9.	Garden Lake Park to Southeast neighborhood park trail (Objectives A1-4)	Donation	--
			Subtotal acquisition = $650,000
PLANNING and DESIGN			
1.	Convene Creswell Parks Advisory Board (Objective D9)	General fund	$12,000
West Creswell (west of Interstate 5)			
2.	Northwest neighborhood park (Objective D16)	SDCs	$10,000
3.	Southwest neighborhood park (Objective D16)	SDCs	$10,000
4.	Northwest mini-park (Objective B3)	SDCs	$7,500
5.	Southwest mini-park (Objective B3)	SDCs	$7,500
6.	Creswell Butte Master Plan (Objective D9)	Grants	$10,000

7.	Southwest neighborhood park to Creswell Butte trail (Objectives A1-4)	Grants	$4,000
East Creswell (east of Interstate 5)			
8.	Southeast neighborhood park (Objective C5, D16)	SDCs	Cost included with southwest neighborhood park
9.	Airport mini-park (Objective B3)	SDCs, partnerships	$5,000
10.	Garden Lake Park to Southeast neighborhood park trail (Objectives A1-4)	Grants	$7,500
11.	Willamette River boat access (Objective A4, D19)	SDCs, grants	$5,000
			Subtotal planning and design = $78,500
PARK IMPROVEMENTS (EXISTING PARKS)			
West Creswell (west of Interstate 5)			
1.	Harry Holt park (Objective C3, C7)	General fund, grants, donations, partnerships	$90,000
2.	Creswell Butte natural area (Objective C3, C9)	Grants	$65,000
East Creswell (east of Interstate 5)			
3.	Garden Lake park (Objective C3, C8) (1/2 mile trail @ $5/lf = $13k; veg. mgmt @ $25k; ball field and associated irrigation & drainage @ $200k; safety features @ $15k; other improvements @ $75k	General fund, grants, donations, partnerships	$328,000
			Subtotal existing park improvements = $483,000

Phase II Capital Improvements

Phase II includes estimated revenues and expenditures for the years 2011-2016. This phase is a combined approach of relying on SDC funds, donations, and grants similar to Phase I. State and federal transportation grants will be sought to fund trail development under proposed under Phase II. It is possible the city may want to pursue a General Obligation Bond to supplement existing funding sources.

Projected Funding Sources, Phase II (2011-2016)

Funding Source	Estimated Amount
General Fund allocation	$60,000
System Development Charges*	$905,000
Donations	$75,500
Grants	$80,000
Total	**$1,130,000**

** Assumes approximately 450 dwelling units*

Phase II

	Project	Target Funding	Estimated Cost
ACQUISITION			
West Creswell (west of Interstate 5)			
1.	Camas Swale to Creswell Schools trail (Objective A1-4; assumes soft surface; approximately 3,500 lineal feet)	SDCs, grants, partnerships	$10,000
2.	Northwest Community Center (tentative; Objective D13; assumes some renovation costs)	Donation	$25,000
3.	Northwest neighborhood park to Camas Swale trail (Objectives A1-4, D18)	SDCs, grants, partnerships	$20,000
4.	Northwest neighborhood park to Creswell Schools trail (Objective A1-4)	SDCs, grants, partnerships	$10,000
5.	Northwest community park (Objectives B2, D11)	SDCs (15 ac)	$525,000
6.	Northwest Community Center to Camas Swale trail (Objective (Objectives A1-4)	SDCs, grants, partnerships	$10,000
7.	Northwest Community Center to Northwest neighborhood park trail (on-street connection; Objectives A1-4, D19)	Grants, donations, partnerships	--

East Creswell (east of Interstate 5)			
8.	Garden Lake Park to Southeast neighborhood park trail (trail along Emerald Valley property/right-of-way; Objectives A1-4)	Donations, partnerships	**--**
9.	Southeast neighborhood park to Cinderella Park trail (Objectives A1-4)	Donations, partnerships	$10,000
10.	Cinderella Park to Willamette Greenway trail (Objectives A1-4, D19)	Donations, partnerships	--
			Subtotal acquisition
PLANNING and DESIGN			
1.	Garden Lake park (Objectives A1-4)	SDCs, general fund	$15,000
2.	Airport park to Hills Creek (Objectives A1-4)	SDC's, general fund	$5,000
3.	Southeast neighborhood park to Cinderella Park (Objectives A1-4)	SDC's, general fund	$5,000
			Subtotal planning and design = $20,000
NEW PARK DEVELOPMENT			
1.	Implementation of Creswell Butte Master Plan (trails, signage, seating, etc.)	SDCs, grants	$75,000
2.	Cinderella Park, in collaboration with Lane County Parks (Objectives E2, D19)	Partnerships	Lane County-funded
3.	Northwest Community Center [tentative]	General fund, donations	$50,000
4.	Northwest community park	SDCs	$375,000
			Subtotal new park development = $500,000

Other Capital Improvement Projects

Other capital improvement projects include regional projects where Creswell is likely to be one of multiple partners. These projects and associated expenditures will likely be funded and undertaken jointly among local, state and federal entities, all of whom have an interest in the regional system. State and federal transportation grants will be sought to fund trail and multi-use path development.

Other Projects

	Project	Target Funding
	Camas Swale blueway and trail (Objective D18; Objective A1-4)	Grants, partnerships
	Camas Swale Wetland-Upland Community Buffer (Objective C2)	Grants, partnerships
	Hills Creek blueway (Objective D18)	Grants, partnership
	Willamette River blueway (Objective D18)	Grants, partnership
	Willamette River trail (Objective D19)	Grants, partnership
	Willamette River Greenway-Bear Creek trail (Objectives A1-4, D19)	Grants, partnerships

8. Implementation

A full range of implementation and funding strategies available to realize this Master Plan have been identified in this study. A complete list and description of these objectives, strategies, and actions is included in Section 6. Appendix B includes local funding mechanisms, state funding programs, federal funding and protection programs, additional open space protection mechanisms, and implementation structuring options. This list is extensive and will serve as a toolbox for identifying strategies to help implement the Master Plan and associated vision. No single strategy or funding source will be sufficient to implement this Master Plan, so combinations of these strategies will need to be employed. The list below includes a more detailed description of key recommended strategies for implementation.

Implementation Strategies

Looking northeast from Lane County's Cinderella Park

1. Rely on voluntary participation of property owners when acquiring land or purchasing conservation easements.

Not infringing upon the rights of property owners and stressing voluntary participation will aid the City in timely purchases and maintain good relationships with property owners. Most park and open space protection programs rely on responsible negotiations with willing sellers based on appraisals of fair market value to benefit the public's and owners' interests.

2. Use local funding sources as matching funds to leverage state, federal, and private funding.

To better utilize Creswell's resources, available local funding should be used to match for a variety of available state, federal, and local grant programs whenever possible. This is an excellent way to stretch available local funds, with most grant programs requiring between 10 and 50 percent local match. Local funding can come from a variety of sources as detailed in Section 7, Capital Improvement Plan, and Appendix B, Funding Options.

Reviewing maps at the May open house

3. Partner with state and federal agencies and land trusts to help implement the Master Plan and associated vision.

Implementing Creswell's Master Plan and associated vision will require assistance. With state and federal

agencies and land trusts already active in the area, opportunities exist to form partnerships that will more effectively work toward protecting open space and acquiring parkland in a coordinated fashion.

4. Expand opportunities to use private foundation funds to acquire park and open space lands and to make improvements for public enjoyment, compatible with the purposes for those lands.

Several foundations fund land acquisition and improvements, particularly for habitat, education, and interpretation.

5. Use the purchase of conservation easements as a tool for preserving lands in areas where the Oregon land use planning laws may not provide adequate protection over time.

It may be desirable to keep land in an undeveloped state for scenic, habitat, or resource protection purposes while maintaining private ownership of the land. For example, the purchase of conservation easements, such as been done on a portion of Creswell Butte, will typically allow these lands to remain in private ownership while preserving the public benefits that they provide over the long-term through the easements. Conservation easements can be customized to allow or disallow certain activities and property owners can restrict public access to the land if desired. As is the case with land acquisition, purchase of conservation easements should rely on voluntary landowner participation.

6. Bring lands, where a full range of public use is planned, into public ownership.

Where public access is desired to accommodate trails, recreation, and educational activities, the land should be brought into public ownership, or at a minimum, public access rights should be secured through an easement.

Fishing at Garden Lake Park

7. Coordinate with Lane County, the City of Springfield, the City of Cottage Grove, and the City of Eugene to implement Creswell's Master Plan and associated vision.

Because Creswell's Master Plan and associated vision goes beyond its jurisdictional boundaries, coordination among local partners and neighboring communities is essential. This approach takes advantage of potential strengths and abilities to contribute services to meet common objectives. In addition, state and federal funding programs consider collaborative partnerships attractive when making resource allocation decisions.

8. Continue to identify and support state and federal funding programs that would help achieve Creswell's Master Plan and associated vision.

A number of state and federal programs are currently available that could provide funding for local park and open space acquisition and protection if pursued. The Eugene-Springfield metropolitan area and overall region has had success in recent years in receiving funding through programs such as the Oregon Watershed Enhancement Board and the Land and Water Conservation Fund, but could better take advantage of other programs through improved local coordination. In addition, by having a local partnership working toward a common goal, the odds of Creswell and area partners receiving funding through many of these programs will be greatly increased.

9. Set priorities and phasing for implementation of the Master Plan and associated vision. Look for opportunities as they arise to secure those lands most at risk.

Local and outside sources of funds are limited and strong competition exists for those limited funds. While priorities help direct wise expenditure of funds, the program should have enough flexibility to react to unique opportunities when they arise.

10. Develop and expand existing mechanisms to encourage volunteerism in parks and open space operations and promote private and business donations for both acquisition and operation of the park and open space system.

Creswell parks committee

Private donations of land and funds can be used with local dollars to match state and federal funds. When conducted as part of an ongoing program, these resources can be projected as a predictable, reliable source of revenue. Likewise, volunteer time not only assists in operations and maintenance, but also can be calculated as in-kind match for state, federal, and foundation funds.

11. Continue to study the economic and social benefits of parks and open space to maintain and improve Creswell's and the region's livability.

The value of parks and open space in improving nearby property values, job recruitment and retention, tourism, and as an educational resource should be documented and quantified. Parks and open space contribute to Creswell's desirable quality of life and ability to retain employers and workers.

Harry Holt Park user

12. Ensure that sufficient operations and maintenance funds are identified for each property that is brought into the city parks and open space system.

Land identified as future open space would likely remain in private ownership under conservation easements or other agreements. In many of these cases, the majority of the operations and maintenance practices would be conducted by the owners. This is particularly likely for farm and forest lands that would be kept in active production. When new land is brought into public ownership, an operations and maintenance funding strategy should be developed to ensure that these lands can be properly cared for over the long term. Many of the state and federal land management agencies identified as potential partners could be available to assist with, or help fund, ongoing operations and maintenance. Another option could be modeled after land trusts such as The Nature Conservancy or McKenzie River Trust, which often sets up endowments to pay for long-term maintenance at the time of purchase.