

The Laurel Hill Plan

Laurel Hill Planning Team

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Dedicated to Planning Team Chairperson Mary Merrill (deceased)

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

INTRODUCTION

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

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

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

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

- A. Assumptions--Findings or statements of fact that provide background data for the policies and proposals.
- B. Neighborhood Goals--The hopes of the people of the Laurel Hill Plan Area for their neighborhood. Neighborhood goals are not adopted by the City Council and are distinguished from community goals adopted by the City Council and statewide goals which are land-use guidelines.
- C. Policies--Are adopted by the City Council as guidance for decision-making related to the plan area. City programs, actions, and decisions such as zone changes, traffic pattern changes, and capital improvements, will be evaluated on the basis of their ability to implement these policies, as well as other adopted City goals and policies.
- D. Proposals--Are suggestions for implementing the policies of this plan. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the plan. They are recognized as ideas which have been suggested, after some public discussion, as possible ways to implement the plan.

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

LAUREL HILL VALLEY NEIGHBORHOOD

1974 PLAN PREFACE

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

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

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

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

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

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

I. LAND USE AND FUTURE URBAN DESIGN

A. Assumptions

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

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

B. Neighborhood Goals

1. To preserve and enhance the low-density diverse residential character of the Valley with its single-family residences and multiple-family dwellings.
2. To preserve the distinctive topographical features of the area and maximize the natural advantages by planning the layout of all future subdivisions in terms of their conformity to the topography of the area.
3. To encourage a diversity of architectural design to avoid the evils of grid-type tract housing and street layout, thus discouraging uniformity.
4. To preserve the tree-lines fringing the hills and conserve the natural store of trees and vegetation throughout the Valley.
5. To encourage the development and expansion of park facilities.
6. To minimize the area of commercially zoned land.
7. To encourage resident home ownership within the Valley.
8. To attain an overall density in the Laurel Hill Valley of four units per acre. Although the low-density designation of the Metro Plan would allow up to ten units per acre, the intent of an overall density of four units per acre is to avert rapid runoff, minimize total roadway areas, preserve land contours, maintain a balance of housing types, reflect sanitary sewer capacities, and achieve a balance of homeowners and renters within the Valley. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines. (This provision is not intended to preclude construction of residences on existing lots.)

C. Policies

1. Approval of valley development will take into consideration:

- a. Density
- b. Size
- c. Dispersal

- a. Density

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

b. Size

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

c. Dispersal

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

2. Development proposals, land use-applications, and code amendments shall continue to be referred to and reviewed by the neighborhood associations) for review and comment within the existing guidelines of the Neighborhood Organization Recognition Policy.
3. Multi-family units under Planned Unit Development provisions will be approved only if adequate provisions can be made for Valley access and. exit, traffic controls, sewer capacities, school and recreational facilities, and other urban services.
4. No additional sector of the Laurel Hill Valley will be zoned for commercial purposes until a public need for commercial zoning can be demonstrated. Neighborhood residents and property owners shall work together to determine the future use of the existing commercially zoned lots. (See provisions for the commercial/residential development node in the East Laurel Hill section.)
5. New land divisions shall be planned to respect the present topography and ensure solar potential to the extent possible. Developers shall be encouraged to investigate techniques other than grid-type division of land when planning for development.
6. The Laurel Hill Plan supports the South Hills Study standards. In general, alteration of land contours shall be minimized to retain views of natural features and retain as much of the forested atmosphere as possible. Aside from purely aesthetic considerations, these hillsides demand care in development because the topsoil is thin and the water runoff is rapid. Proposed developments shall respect the above considerations. The Valley hillside policy applies to all land with an average slope, from toe to crest, of 15 percent or greater. (A 15- percent slope is one in which the land rises 15 feet per 100 horizontal feet.)
 - a. If, in the opinion of the responsible City official, an adverse conservation or geological condition exists upon a parcel of land proposed for a subdivision, or before any major hillside clearing, excavation, filling or construction is contemplated, the requirements of the Uniform Building Code, Chapter 70, Excavation and Grading and those sections of the code relative to foundation design may be invoked.
 - b. Considerable latitude shall be allowed the developer in the shaping, depth, and required street frontages of lots where it is necessary to preserve the terrain.

D. Proposals

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

2. Street design standards should be flexible enough to allow street construction that will respect the terrain. The use of single lane, one-way streets should be encouraged where appropriate. Sidewalk requirements should be adjusted to reduce total street grading widths.
3. Where curbside parking does not exist, each detached dwelling unit should provide improved parking space, including the driveway area and garage or carport, for at least four vehicles.
4. All property owners, public and private, should be encouraged to retain trees wherever possible and to cooperate in maintaining a tree cover. Preliminary approval of land division proposals should be withheld unless evidence of such cooperation is furnished.
5. Because of the small-scale nature of the valley, its topography, and limited vehicular space, mobile home parks or mobile home clusters should be discouraged in the valley.

II. TRANSPORTATION

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

A. Assumptions

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

B. Neighborhood Goals

1. To allow no connector street linking major roads at either end of the Valley to run through the Valley. The objection is based on the additional noise generated from such roads, aggravating the documented high noise levels already created by Interstate 5 freeway. A convenient interchange already links 30th Avenue to the freeway near Lane Community College. Two minutes of traveling time saved would not offset the environmental damage done along the full length of the Valley.
2. To have streets designed only as access to houses or facilities used by the neighborhood, such as schools and parks. Curved streets are desirable because they tend to discourage speeding automobiles. High speed traffic should be slowed down on all streets in the neighborhood.
3. To install a network of paths to connect park facilities around and in the neighborhood as a medium of intimate social exchange and to provide welcome pedestrian activity free from the intimidation of the automobile. The pathways made of gravel, wood chips, and asphalt; need not parallel the streets, but in fact should replace the traditional unimaginative concrete-by-the-street sidewalk. Separation between the vehicle and the pedestrian should be encouraged.
4. To require all buildings to have adequate off-street parking according to the occupancy of the building.
5. To maintain and improve mass transit as the Laurel Hill Valley's highest urban services priority. A public bus service should be re-established to provide transportation for residents without automobiles and to reduce the use of and dependence on the automobile in the neighborhood. Bus service to Hendricks Park, Floral Hill Drive, and the East Laurel Hill commercial node and future East Laurel Hill residential areas is essential.
6. To design a systematic transportation and traffic plan for the valley as soon as practical.

C. Policies

1. No arterial or limited access road will be allowed within the boundaries of the Valley which would connect the Glenwood interchange on Interstate 5 to 30th Avenue or Spring Boulevard (see goal #1).
2. No arterial or limited access road will be allowed within the valley except as necessary to serve Valley residents, as it would physically divide and thus destroy the neighborhood.

3. Street design will reflect the functions of the streets in accordance with their designation as "collector" or "local," and a mandatory street design standard should be avoided. Traffic patterns and street standards shall provide for such uses as public or school bus routes and emergency and service vehicles.
4. All future construction in the Valley or East Laurel Hill shall include adequate off-street parking to accommodate not only permanent residents but a reasonable number of visitors. Although on-street parking should be discouraged, in some areas pull-out facilities for parking should be developed, particularly where congestion exists.
5. Some east-west movements will be considered to avoid additional long north-south corridors west of Laurel Hill Drive.
6. Traffic patterns generated in the southern part of the Valley will be extremely important to the remainder of the Valley and, therefore, careful attention will be paid to the movement of that traffic to areas outside the Valley.

D. Proposals

1. The City should be encouraged to develop a method of payment for improvement of streets which will provide for participation by all neighborhood residents instead of only those property owners immediately adjacent to the street in question.
2. Footpaths should be provided which will accommodate the movement of pedestrians and/or bicycles as they travel either within or through the Valley. These walkways should take advantage of existing rights-of-way and a variety of other easements where feasible and act to connect park facilities, provide a trail near the ridges of the hills surrounding the valleys and interconnect all sections of the Valley itself as well as areas outside the valley.
3. Sidewalks adjacent and parallel to streets should be avoided where practicable.
4. No new road connections should be made linking the Laurel Hill Valley and East Laurel Hill and the Glenwood collector. The Glenwood collector access through East Laurel Hill and the Riverview/Augusta network in the Valley shall be considered separate systems.
5. The exit from Riverview Street to the I-5 off-ramp should be one-way as it leaves the Valley.
6. The I-5 off-ramp should be one lane from I-5 to the Riverview exit; with the second lane beginning at that point, on the left,, for traffic coming out of the Valley. A divider is suggested to emphasize the separation.
7. A merging traffic warning or control light should be installed to reduce traffic speed on the off-ramp, before it reaches the Riverview Street exit from the Valley.
8. Bicycle path connections will be increasingly important and connections should be made linking Floral Hill Drive, Hendricks Park, the Glenwood collector, and others.

III. URBAN AND PUBLIC SERVICES

A. Assumptions

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

B. Neighborhood Goals

1. To provide convenient and necessary educational and recreational facilities.
2. To seek the establishment of ribbon parks with bicycle paths either by donation or through joint acquisition by the neighborhood and the City.
3. To make full and creative use of right-of-way lands.
4. To encourage power, telephone, and other cable companies to install all new services underground. To pursue opportunities that would enable the neighborhood to put current cable services underground.
5. To place effective, attractive, and practical screening between the Valley and Interstate 5. The sights and sounds of heavy interstate traffic must be reduced drastically.

C. Proposals

1. All new construction in newly developing areas should install underground services. Established areas should be encouraged and aided in doing so.
2. The neighborhood desires help in requesting conservation easements and aid in establishing ribbon parks and trails to ring the Valley on the east, south, and west, and as a method to preserve the natural store of trees along the slope and ridgelines.
3. Right-of-way maintenance should be provided for footpaths and natural drainage channels, and channel banks should be closed to construction. Areas under transmission lines and over gas lines might be maintained for non-motorized recreational use.
4. The neighborhood requests that the area along the river at the Valley's northern edge be left in a natural state since it serves a valuable recreation purpose. Development within the Willamette Greenway will be required to meet Willamette Greenway standards.
5. The neighborhood association has actively pursued a noise control study with the Department of Environmental Quality and Environmental Section of the State Highway Department. The objective is to achieve a noise and visual barrier between Interstate 5 and the Valley. The study has involved noise measurements, resident questionnaires, reports incorporating weather, wind, meteorological, and social-psychological information contributed by Federal and University personnel. The study, and its implementation, is an involved undertaking; and the neighborhood association desires the City's guidance and assistance in coordinating its effort with other agencies.

IV. SOCIAL VALUES

A. Assumptions

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

B. Neighborhood Goals

1. To preserve a diversity of population.
2. To preserve the freedom to live outside one's house and to resist those environmental pressures that drive people into their houses as refuges.
3. To preserve and maintain the established and distinctive character of the neighborhood. While the area is now properly defined as semi-rural, future development will effect some change in this aspect; nevertheless, it is a goal to preserve in every way possible the semi-rural atmosphere. This can be accomplished best by maintaining as many open spaces as possible.
4. To encourage continuance of Laurel Hill Elementary School when enrollments justify reopening the facility. Where feasible, the school district should continue to make a portion or portions of the school site (especially the playground facilities) available for community activities and neighborhood use so as to fill the void caused by the closure of the school.

V. RELATIONSHIP TO THE CITY

A. Assumptions

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

B. Neighborhood Goals

1. To receive from the City of Eugene and Lane County recognition of the uniqueness of the Laurel Hill Valley as fact, as a community or neighborhood, and as a planning entity.
2. To support the City and County goals where the Valley does not find itself in obvious conflict with those goals.
3. To plan with the City of Eugene and Lane County toward the preservation of values determined and support the goals established by this mutual effort.
4. To receive from the City of Eugene and Lane County recognition and encouragement of the Laurel Hill Citizens' Association as a specific organization representing the Neighborhood.
5. To maintain a Citizens' Association to represent the Neighborhood and to hold periodic public meetings in accordance with the City's Neighborhood Organization Policy in order to re-evaluate the plan and serve as an intermediary between the institutions of City and county government and the people of the Valley.

C. Policies

1. The City recognizes the distinctness of the Valley and, by its own participation, the need for this continued approach to shared community planning and growth.
2. The City will communicate to the recognized neighborhood group its general information pertaining to programs and projects that may have a physical impact on the Valley, in order that the association can participate in the public discussion.

EAST LAUREL HILL AREA

I. LAND USE AND FUTURE URBAN DESIGN

Introduction

The East Laurel Hill Area, as noted earlier, is that area east of Laurel Hill Drive and south of Interstate 5 extending southeasterly to the ridgeline. It is also an area in transition from rural to urban, and is a geographically defined area. Many of the plan provisions that apply to the, Laurel Hill Valley also apply to East Laurel Hill. It is, however, a distinct area in its location (proximity and convenience to Interstate 5), and in its topography, having unique needs of its own. Also, the transportation needs of East Laurel Hill are unique and different from the Laurel Hill Valley. East Laurel Hill is influenced primarily by the 1-5 cloverleaf and the proposed Glenwood collector, which bisects a narrow corridor with hills on both sides.

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

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

Policies

1. The density within East Laurel Hill with the exception of the commercial/residential node shall be consistent with the low-density designation of the Metro Plan. The development node's 'Medium-density residential/professional designation is an exception and may allow up to 20 units. per acre, subject to consideration of the South Hills Study or future amendments to that plan. All low-density areas at elevations greater than 500 feet are subject to South Hills Study development guidelines. Controlled-income-and-rent housing subsidized under Federal, State, or City programs would be allowed in accordance with City policy.
2. The East Laurel Hill development node shall be established as a refinement to the Metropolitan General Plan which indicates a floating commercial/residential node in the vicinity of Interstate 5 and Laurel Hill Drive. As stated in the Metropolitan General Plan, "The exact location of floating nodes shall be determined by local decisions or a refinement planning process." As envisioned by the Metropolitan General Plain, floating nodes are "intended to accommodate a portion of the forecasted demand for commercial land;" facilitate energy and transportation policies; accommodate medium-density residential development, whenever possible; and include commercial designations ranging from neighborhood to community commercial scaled to the area served.
3. The East Laurel Hill development node shall be designed to take into consideration the existing community commercial development and tourist needs along the frontage road south of Interstate 5; the Glenwood collector; the geography and topography of the land, including power line easements, and the future neighborhood commercial needs of Laurel Hill residents.

The following elements suggested by the Metropolitan Plan are included:

- a. Geographical area to be served: The entire area of the Laurel Hill Plan is intended to be served by this commercial/residential node. The node will provide both neighborhood and community commercial needs'for residents of the Valley and future residents of East Laurel Hill. An

important aspect and focus of this node was the realization that Interstate 5 and the future Glenwood collector would provide excellent access to the node for tourists as well as residents of other nearby residential areas.

- b. Existing commercial area/uses: The existing commercial parcels, including service stations., restaurant, and motel in East Laurel Hill, are not oriented toward the needs of nearby residents. There are presently no existing commercial uses within the Laurel Hill Valley. The closest service/commercial area is along Franklin Boulevard west of the Valley. However, several small parcels of vacant C-1 zoning exist along Augusta and Riverviiaw streets.
- c. Provision for medium-density residential: A medium-density/professional designation is included within the node. The emphasis within this area is medium-density residential. The area is approximately five acres at the southern tip of the node, east of Laurel Hill Drive (see East Laurel Hill Development Node map). It is designated to act as a buffer between the community commercial designation and the future low-density residential development area further south. Development in this area should be consistent with this plan, the Metropolitan General Plan, and the South Hills Study. It is uniquely situated so that medium-density residential designation with site review procedures would not have an adverse visual impact or conflict with other development standards or limitations. It is acknowledged that the South Hills Study may have to be amended prior to medium-density development if determined to be in conflict with this plan. The Metro Plan states that "whenever possible" medium-density residential development should occur adjacent to or surrounding commercial development. Medium-density development is desirable in East Laurel Hill as part of the commercial/residential node to provide convenient housing for residents needing to live close to shopping or employment and to serve the businesses within the commercial/residential node.

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

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

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

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

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

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

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

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

opportunity for additional access via private or public access spurs.

4. Overall, the development node will include approximately 28.8 acres.' Approximately 2.1 acres are existing C-2 Community Commercial zoning and commercial development including a restaurant, motel, and service station. Five acres are earmarked for medium-density/professional; approximately 2 acres are set aside along the east edge of Laurel Hill Drive as a low-density residential buffer. The remaining 19 acres are designated commercial (see exact configuration on East Laurel Hill Development Node Map).
5. No additional sector of East Laurel Hill shall be designated for commercial purposes until a public need can be demonstrated.
6. Development and expansion of park facilities and bicycle paths is encouraged. The South Hills ridgeline park plans shall be continued.

II. TRANSPORTATION

Introduction

The commercial/residential development node area in East Laurel Hill will have the Glenwood collector as its primary access. The extension of the proposed Glenwood collector shall be in an alignment and located to extend southward from the terminus of the Glenwood Boulevard approach in a southeasterly direction. It will be aligned as nearly as possible along the eastern boundary of Tax Lot 400 so as not to negatively affect the Lowe property (Tax Lot 9100) and continue southward along the boundary of the Merrill property and Tax Lot 1100. It will take into consideration the safest and most efficient intersection with Laurel Hill Drive, and be designed sensitive to topography, vegetation, and safe access.

Policy

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