

**VENETA PLANNING COMMISSION
STAFF REPORT**

**TENTATIVE SUBDIVISION
OAKLEY ESTATES
File No. S-1-23**

Application Received: March 21, 2023
Application Complete: March 27, 2023
Notice Mailed and Posted: March 29, 2023
Notice Published: April 2, 2023
Staff Report Date: April 24, 2023
Planning Commission Hearing Date: May 2, 2023
120 days from Completeness: July 25, 2023

Prepared by: Matt Laird, Community Development Director

Referrals: Lane Branch, P.E., City Engineer (Branch Engineering)
Kyle Schauer, Public Works Director - City of Veneta
Lane Fire Authority
Lane Transit District (LTD)
Lane County Transportation Planning
Lane County Surveyor
ODOT Region 2
Sanipac
Fern Ridge Library
Fern Ridge School District
Emerald People's Utility District - EPUD
Charter Communications
Century Link
Veneta Post Office - USPS
US Army Corps of Engineers - USACE

BASIC DATA

Owner/Applicant: Raised Developments Inc.
266 Retirement Lane
Cave Junction , OR 97523

Applicant's Representative: Metro Planning, Inc.
c/o Jed Truett, AICP
846 A Street
Springfield, OR 97477
Tel (541) 302-9830

Assessor's Map:	17-05-30-00	Tax Lot: 0900	Size: 5.74 ac
	17-05-30-00	Tax Lot: 0907	Size: 10.39 ac
	17-05-30-00	Tax Lot: 0909	Size: 1.78 ac
	17-05-30-00	Tax Lot: 0913	Size: 20.32 ac
	17-05-30-00	Tax Lot: 0917	Size: 9.66 ac
			Total: 47.89 acres

Plan Designation: (M) Medium Density Residential

Zoning: (GR) General Residential
(GW) Greenway – Open Space Subzone

Associated Files: Tree Removal Permit (City File No. TP-23-8)

REQUEST

The request before the Planning Commission is for Tentative Subdivision approval and associated Type C Tree Removal Permit request in order to divide approximately 47.89 acres to create a 180-lot subdivision within the (GR) General Residential zoning district.

PROPERTY CHARACTERISTICS AND SURROUNDING CONTEXT

The subject property is currently vacant land located in the northeast corner of the city, north of Todd Way and Hope Lane. The site is vegetated including 'significant' and 'heritage' trees as defined by the City Tree Code (VMC Chapter 8.10). The property does include wetland areas and portions of the property are included within the (GW) Greenway – Open Space Subzone. The north and east boundary of the property are also the city limits and urban growth boundary. Adjacent property to the north is Fern Ridge Reservoir and natural area managed by the US Army Corps of Engineers. Property to the east is in Lane County jurisdiction and contains a rural residential subdivision. Adjacent property to the west is undeveloped property in the City zoned GR. Property to the south is across Todd Way and is city zoned (IC) Industrial Commercial. Most of the industrial property to the south is undeveloped, although there are three cannabis companies operating in the area.



Transportation

Access is available to the property from Hope Lane, a Minor Collector according to the Veneta Transportation System Plan (TSP) Figure 9. A secondary access into the site is also available from New Hope Parkway. Hope Lane and New Hope Parkway both connect directly to Jeans Road, a Major Collector designated in the TSP. The majority of the lots are proposed to access off of Local Streets from residential driveways. The tentative plan does include a 50' wide shared private access easement to be used by eight lots (Lots 13-20). The shared access easement will be built to the same residential design standards as the other public streets. There are no transit stops adjacent to the property and LTD will not be affected by this proposal. Besides the two transportation connections south to Jeans Road, the subdivision also provides a stubbed road to the undeveloped property to the west for a future connection. There are no proposed access points along the north and east property boundaries which are constrained by natural areas and previous development as well as the city UGB and city limits boundary.

Wastewater Service

The applicant is proposing for wastewater service to connect to the public gravity sewer at Hope Lane via an eight (8) inch wastewater pipe per Utility Plan Sheet C 2.1. It should also be noted that phases 3-5 will require the installation of a sewer pump station to be at the applicant's expense.

Stormwater

The hydrology of the area generally drains to the north and east toward the Fern Ridge Reservoir and surrounding wetlands. Three separate stormwater detention areas are located along the north side of the property and are shown on the tentative plan as Tract A, Tract C, and Tract D. The stormwater ponds have been sized to detain post development runoff to pre-development peak rates for the 2-year through 25-year storm events. The ponds will also be equipped with swales to treat the drainage during the water quality storm event. The pond outlets will be directed north to Fern Ridge, consistent with existing drainage patterns.

Water Service

For water service the applicant is proposing to connect to the existing water pipe at the Jeans Road/Hope Lane intersection. From this point a 10-inch pipe will be extended north to serve the development. Looped or redundant water supply within public rights-of-way is common practice to minimize water service disruption during maintenance operations and assist with equalizing pressures and capacity in the area. A second connection to the existing water pipe in Jeans Road is available via New Hope Parkway, and is needed to maintain a looped system according to the City Engineer.

SUBMITTAL REQUIREMENTS

Tentative Plan (S-1-23)

The applicant has submitted the application, plans, and other supplementary data as required by Section 4.01 - Tentative Plan Submission Requirements of Veneta Land Division Ordinance No. 494.

APPROVAL CRITERIA

Veneta Land Division Ordinance No. 494, Article 4, Section 4.03 - Categories for Review of Tentative Plan Applications, Veneta Land Development Ordinance No. 493, Section 4.03 – General Residential.

REFERRAL COMMENTS

Comments were received by the Veneta City Engineer (Branch Engineering, Inc.), Lane Fire Authority, Lane County Transportation Planning, Lane County Surveyor, Oregon Department of Transportation (ODOT), Lane Transit District, and the US Army Corps of Engineers (USACE). Comments are attached to the Final Order.

PUBLIC NOTICE

A notice was mailed to all property owners within 300-feet for the entire contiguous site and posted at the property on March 29, 2023, in accordance with Veneta's Land Development Ordinance No. 493, Section 11.07(2) - Notice of Public Hearing.

PUBLIC COMMENT

Comments were received from three adjacent property owners. Neighbor comments have been attached to the Final Order.

ISSUES

The following issues have been raised concerning the proposal:

Greenway – Open Space Subzone

There is an approximately 50' wide band across the north property line and two portions that run south from the Fern Ridge wetlands that are designated as Greenway-Open Space subzone (GW). The GW area on the west side of the property is not associated with a wetland, while the GW area on the east side of the property is associated with a wetland area, as seen by the wetland delineation map. The Veneta Land Development Ordinance 493, Article 4 – Use Zones, Section 4.12 Greenway – Open Space Subzone (/GW) has strict regulations about what type of uses are allowed in the GW. In order to develop some of this area as residential lots and then build any type of structure on them will require a variance application. Conditions of approval have been added requiring the applicant to supply evidence that a variance application has been approved by the Planning Commission allowing development activity, including vegetation removal, grading, utility installation and construction of structures inside of the impacted GW subzone, prior to any construction on the subject property. Reference pg. 15 of the final order for specific code and detailed findings.

Lot Size / Density Bonus

The typical minimum lot size in the GR zone is 6,000 sf, although VLDO 493, Sec. 4.03(5)(E) allows for lot sizes smaller than 6,000 sf when additional public space is dedicated to protect natural resources or provide recreational opportunities. The tentative plan shows two additional public space areas shown as Tract B (8238 sf) in Phase 4 and Tract F (8251 sf)

in Phase 5, totaling 16,489 sf. In this case, the applicant has not provided any statements indicating what natural resource is being protected or that additional recreational amenities are being provided in Tract B and mentions that additional tree protection is being provided by Tract F. Furthermore, Tract F, is directly adjacent to the 10.27 acre Tract E that is already being dedicated as parks and open space primarily for wetland and tree preservation. Staff questions why Tract F is not included within Tract E other than to make it look like additional open space is being dedicated.

Staff finds that 95 lots out of 180, or 53%, of the proposed lots within the subdivision are less than the minimum 6,000 sf lot size. Phase 1 includes 8 out of 12 lots less than minimum, Phase 2 includes 6 out of 16 lots less than minimum, Phase 3 includes 38 out of 68 lots less than minimum, Phase 4 includes 34 out of 63 lots less than minimum and Phase 5 includes 9 out of 21 lots less than minimum lot size.

The Planning Commission will have to determine if they feel there is enough value in protecting Tract B and Tract F (16,489 sf) for natural resources and recreational opportunity to allow 95 lots within the subdivision to obtain the density bonus. If the Planning Commission agrees with the applicant, no additional condition of approval will be required regarding lot size. If the Planning Commission does not agree with the applicant, then staff recommends a condition of approval requiring a new tentative plan to be submitted that shows all lots are greater than or equal to the minimum 6,000 sf lot size. Specific code language and detailed findings of this issue begin on page 35 of the final order.

Optional Condition of Approval: *Prior to any construction on the site, the applicant shall submit a revised tentative plan that shows all lots are greater than or equal to 6,000 sf in size.*

Water

The public improvement plans for Phase 3 shall include a public water main in New Hope Parkway south of Todd Lane that connects to the existing public water pipe. As such, the City Engineer imposes conditions of approval. See the City Engineer's memorandum included in this final order.

Wastewater Service

The City Engineer recommends the proposed wastewater pipe in New Hope Parkway, shown to terminate north of Todd Way, be extended to Todd Way and then west along Todd Way to provide sewer service to the western boundary of phase 3. Gravity sewer is only available for phases 1-2 and a sewer pump station will be required to serve the remainder of the subdivision. Conditions of approval have been added making these a requirement.

Stormwater

The applicant proposes three stormwater detention ponds along the north side of the property. Phases 3-5 each contain one stormwater pond. However, phases 1 and 2 will also need stormwater management. As requested by the City Engineer, the applicant will be required to either install temporary stormwater facilities for phases 1-2 or install one of the permanent

stormwater ponds located in a different phase to service phases 1-2. Conditions of approval have been added making this a requirement.

Transportation / Street Design

The 50' wide street section proposed by the applicant includes a 32' wide paved travel surface with a 6" curb, 3' planter strip and a 5' sidewalk on each side. VLDO 494, 6.02(2) shows the minimum width for a planter strip in the city is 4' wide and the minimum width for paved travel surface is 28' wide. Conditions of approval have been added requiring the street section to be revised to show a 30' paved travel surface with a 6" curb, 4' planter strip and 5' sidewalk on each side. Using this street section will meet or exceed all minimum requirements for street right-of-way.

Transportation / Emergency Access

The public improvement plans for Phase 3 shall include full street improvements for New Hope Lane between Todd Way and Jeans Road. The improvements shall be consistent with Veneta's local road section standard including sidewalks. Comments from Lane Fire Authority show that secondary emergency access to the site is required by Oregon Fire Code D107.1 when there is greater than 30 lots. The City Engineer has also required New Hope Parkway to be connected to Jeans Road. Conditions of approval have been added requiring this street connection during the construction of phase 3.

Transportation / Emergency Access

Temporary emergency vehicle turnarounds will be required at the stubbed ends of streets for each phase of the project. Conditions of approval have been added making this a requirement that must be in place prior final plat of each phase.

Transportation / Emergency Access /Pedestrian & Bicycle Access

VLDO 6.03(3)(c), states that pedestrian and bicycle ways can be required for public convenience to pass through an unusually long or oddly shaped block or to provide appropriate circulation. In this case there is 235' long, 50' wide shared access easement that will be constructed in Phase 2 that will terminate at a 20' emergency access easement that is proposed to be gravel. Staff recommends modifying the easements to allow pedestrian and bicycle access and constructing a 12' paved path on the emergency access easement. Conditions of approval have been added requiring the pedestrian and bicycle path and easement.

Transportation / Mitigation

The Transportation Impact Analysis (TIA) submitted by the applicant recommends a transportation mitigation solution for the intersection of Jeans Rd and Territorial Rd. Specifically, it requires the northbound left turn lane into the shopping center to be removed and a pedestrian crossing with rapid flashing light beacon to be installed. Conditions of approval have been added requiring these improvements to be completed with the construction of phase 3.

Transportation / Street Name

The use of the name Cornerstone Drive was denied by the Lane County Road Naming Committee because there is already a street named Cornerstone Drive in the city and it is very unlikely they will ever be connected. Conditions of approval have been added requiring a new street name to be used.

Natural Resources / Tree Mitigation

Conditions of approval have been added requiring additional tree inventory information to be submitted in order to determine the total number of significant trees and heritage trees that will be removed. Once received, this information will be used to determine the number of replacement mitigation trees required on the site.

Natural Resources / Wetlands

A mapped wetland is located in the northeast corner of the property, on Lot 180, that was not surveyed as part of the original property wetland delineation approved by the Oregon Department of State Lands (DSL). Conditions of approval have added requiring a separate wetland delineation for this lot prior to final plat of phase 5.

Fiber Optic Requirement

The City adopted Ordinance 509 (adopted February 10, 2014) which amended Veneta Municipal Code Chapter 13.30.020(4) and requires installation of underground facilities including broadband fiber conduit prior to surfacing of streets. The applicant will be required as a condition of approval to conform to Veneta Municipal Code 13.30.020(4) and adopted Ordinance 509.

STAFF RECOMMENDATION

Based on the findings for the tentative subdivision and associated tree removal stated in the Proposed Final Order, **STAFF RECOMMENDS CONDITIONAL APPROVAL** of the Tentative Subdivision. The proposed conditions of approval are specified in the Final Order.

POSSIBLE ACTIONS BY THE PLANNING COMMISSION

The Commission may:

- a. Approve the Tentative Plan with specified conditions of approval based on the findings in the Proposed Final Order.
- b. Modify the proposed findings or conditions of approval in the Proposed Final Order.
- c. Deny the Tentative Plan based on the Commission's findings.
- d. Continue deliberations on the Tentative Plan if more information is needed.

EXHIBITS

A. Proposed Final Order

EXHIBIT "A"

FINAL ORDER OF THE VENETA PLANNING COMMISSION

Oakley Estates Tentative Subdivision (180 Lots)

File No. S-1-23

Type C Tree Removal Permit

File No. TP-23-8

A. The Planning Commission finds the following:

1. The applicant has submitted information for a tentative subdivision plan application required by §4.01 of the Veneta Land Division Ordinance No. 494 (VLDO 494). The application was received on March 21, 2023.
2. After providing proper notice of quasi-judicial action according to VLDO 494, §2.03 and §4.02(2) and VMC Chapter 8.10.140(1) - Notice and Appeal. The Veneta Planning Commission held a public hearing on **May 2, 2023**, to review and discuss the tentative plan for subdividing the following properties:
Assessors Map: 17-05-30-00 Tax Lots: 900, 907, 909, 913, 917.
3. The Planning Commission followed the required procedure and standards for taking action on a tentative plan as set forth in §4.02 of the VLDO 494.

B. The Veneta Planning Commission APPROVES WITH CONDITIONS the Oakley Estates Tentative Subdivision (File No. S-1-23) and Type C Tree Removal Permit (File No. TP-23-8) with the following conditions of approval:

GENERAL CONDITIONS OF APPROVAL:

1) Condition of Approval: As a general condition of approval, tentative plan approval shall remain effective for three (3) years from the date of Planning Commission action. The applicant shall record a final plat with Lane County Deeds and Records after all conditions of approval (prior to final plat) have been completed to the City's satisfaction, in accordance with recording requirements of Lane County and VLDO 494, §4.02(4) - Failure to Complete Subdivision Requirements.

2) Condition of Approval: As a general condition, all public piping shall be located within the public rights-of-way or in a PUE adjacent to a right-of-way, unless otherwise approved by the City Engineer during the public improvement review process.

3) Condition of Approval: As a general condition, public water pipe shall be 10-inch diameter, ductile iron, as illustrated in the City's Water Master Plan. Exact pipe sizes will be determined by the City Engineer during the public improvement plan review.

4) Condition of Approval: As a general condition, water meters shall be located behind the sidewalks in the public utility easement.

5) Condition of Approval: The configuration and size of all the public improvements shall be subject to approval by the City Engineer upon review of design and supporting analysis prepared by the applicant's engineer. If the improvements are not constructed prior to final plat approval, a bond for the construction of public improvements is required prior to final plat approval.

6) Condition of Approval: Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City.

7) Condition of Approval: Improvement work shall not commence until five (5) days after the City is notified or one (1) day if a change is made during the course of construction. If work is discontinued for any reason, it shall not be resumed until after the City is notified.

8) Condition of Approval: Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

9) Condition of Approval: Underground utilities, sanitary sewers, water lines and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.

10) Condition of Approval: A map showing public improvements as built shall be filed with the City upon completion of the improvements within 60 days.

11) Condition of Approval: All public improvements must be installed in accordance with the City of Veneta Municipal Code Chapter 13.30 unless otherwise modified by the City Engineer and/or Public Works Director.

12) Condition of Approval: As a general condition related to tree removal, no tree removal operations shall take place until the applicant has received a notice to proceed from the City Engineer on public improvements.

13) Condition of Approval: As a general condition related to tree removal, forty-eight hours prior to tree removal, a copy of the tree removal permit shall be prominently displayed on the subject property and shall remain on display at all times while tree removal operations are being conducted.

14) Condition of Approval: As a general condition related to tree removal, all logging equipment shall be removed no later than 30 days after tree removal. The replacement trees shall be planted within the time limits set in VMC 8.10.120(3)(d).

15) Condition of Approval: As a general condition related to tree removal, property shall be maintained in conformance with VMC 8.05.060 prohibiting noxious vegetation.

16) Condition of Approval: As a general condition related to tree removal, slash shall be chipped within 30 days after tree removal. (Ord. 542 § 8, 2017)

17) Condition of Approval: As a general condition, all proposed Street Trees must comply with the standards of VMC Section 5.28 Street Trees. Maintenance of street trees shall be the responsibility of the adjacent property owner as defined in Veneta Land Development Ordinance 493, Section 5.28(6)(a-g) - Street Trees.

18) Condition of Approval: As a general condition, a shoreline permit reviewed and approved by the US Army Corps of Engineers is required prior to construction of any shared paths into the USACE Fern Ridge Reservoir property. Any proposed pathways into the USACE Fern Ridge Reservoir are required to be shared and must begin from Tract A, Tract C, Tract D or the northern cul-de-sac. Individual pathways into the natural area are not permitted.

19) Condition of Approval: The public improvement plans for Phases 1 and 2 shall include stormwater treatment and detention systems in accordance with Veneta's stormwater ordinance.

20) Condition of Approval: The public improvement plans for Phase 3 shall include a public water main in New Hope Parkway south of Todd Lane that connects to the existing public water pipe.

21) Condition of Approval: The public improvement plans for Phase 3 shall include a public wastewater pipe in New Hope Parkway that extends south to Todd Way, then west in Todd Way to serve the Phase 3 lots fronting Todd Way.

22) Condition of Approval: The public improvement plans for Phase 3 shall include full street improvements for New Hope Lane between Todd Way and Jeans Road. The improvements shall be consistent with Veneta's local road section standard including sidewalks.

PRIOR TO CONSTRUCTION ON SITE, THE APPLICANT SHALL:

23) Condition of Approval: Prior to construction on the site, the applicant shall submit a development agreement to be recorded at the applicant's expense, for all corner lots stating that: Clear vision areas including those shown on the tentative plans and a triangle with 20-feet sides on all corner lots shall be permanently maintained and fifteen (15) feet leg lengths at all panhandle -street intersections. These areas shall contain no plantings, driveways, fences, walls, structures or temporary or permanent obstructions exceeding 2-1/2 feet in height, measured from the top of the curb or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of eight (8) feet above grade in accordance with VLDO §5.03 - Clear Vision Areas.

24) Condition of Approval: Prior to any construction on the subject property, the applicant shall supply evidence that a variance application has been approved by the Planning Commission allowing development activity, including vegetation removal, grading, utility installation and construction of structures inside of the impacted Greenway-Open Space (GW) subzone.

25) Condition of Approval: Prior to any construction on the site, the applicant shall submit a revised 50' right-of-way street section (utility plan Sheet C 4.0). The revised street section will be required to include 5' sidewalk, 4' planter strip, 0.5' curb, and 15' travel lane on each side. Public improvements plans shall show all 50' wide streets will be constructed to meet this standard.

26) Condition of Approval: Prior to construction on the site, the applicant shall provide documentation, such as a separate table or map, that identifies all of the flag lots within the subdivision and indicates the total square footage of the lot, the square footage of the flag pole portion of the lot, and the difference between them. Each flag lot must have at least 6,000 sf of area, not including the flag pole portion of the lot that provides access.

27) Condition of Approval: Prior to any construction or vegetation removal, the applicant shall submit additional tree survey information and tree detail table for the entire property including a tree mitigation plan clearly identifying the number of significant trees and heritage trees to be removed and how many replacement trees will be planted. pursuant to VMC 8.10.090(3).

PRIOR TO FINAL PLAT APPROVAL, THE APPLICANT SHALL:

28) Condition of Approval: Prior to final plat of phase 1, submit evidence that a new street name has been approved by the Lane County Street Naming Committee to replace Cornerstone Drive.

29) Condition of Approval: Prior to final plat of phase 1, submit a revised tentative plan showing all phases with approved road names.

30) Condition of Approval: The final plat for phase 1 shall include the dedication of Tract E to the City of Veneta for parkland purposes. A general warranty deed conveying Tract E to the city is required. The land so dedicated and deeded shall not be subject to any reservations of record, encumbrances of any kind or easements which, in the opinion of the Planning Official, will interfere with the use of the land for park, open space or recreational purposes

31) Condition of Approval: Prior to final plat of phase 1, the applicant shall submit and receive approval of a Final Overall Landscape Plan for all phases of the subdivision depicting street tree locations, required replacement trees, planting details for planter strips and stormwater collection areas, including street tree size, species, and location, irrigation and street tree locations shall not interfere with public utilities or sight distances (clear vision areas) in accordance with VLDO 493, §5.03(2) - Clear Vision Areas. The Final Overall Landscape Plan shall indicate the location of street trees that complies with the size, growth

characteristics, spacing and location of VLDO 493, §5.28(1-4) and requiring a minimum 30-40-foot interval street tree placement, in accordance with VLDO §5.28(3) - Street Trees, Spacing and Location and VMC 8.10.120 - Mitigation.

32) Condition of Approval: Prior to final plat approval for each phase, the applicant shall post a performance bond and enter into an Irrevocable Agreement between the applicant shall post a performance bond, in favor of the City, to assure that the subdivision improvements are completed. The bond shall be between the applicant and the City. The performance bond shall be equal to the cost of public improvements for city water and sewer main extension and services, streets, which includes curbs, gutters and drainage, sidewalks, and all other public improvements and utilities. The cost of public improvements shall be based on an estimate prepared and/or approved by the City Engineer. Performance bond shall be in the form of a surety bond, irrevocable letter of credit, cash, or other financial instrument acceptable to the City Attorney in accordance with VLDO 494, §4.02(5) & §7.06.

33) Condition of Approval: Prior to final plat approval for each phase, the applicant shall install all required public improvements and repair existing streets or other public facilities damaged in the development of the property OR execute and file with the City an agreement between the applicant and the City, specifying the period within which required improvements and repairs shall be completed and post a performance bond with the City, in accordance with the VLDO 494, Article 7, §7.03, 7.05 and 7.06. Public improvements must include all improvements (including fiber conduit per VMC Chapter 13.30.020(4)) required by VLDO 494, the Planning Commission's conditions of approval, and must be installed in accordance with plans approved by the City.

34) Condition of Approval: Prior to Final Plat approval for each phase, the applicant shall record a blanket public drainage easement, acceptable to the city attorney, over the stormwater pond facilities located within the phase. The easements shall also be illustrated on the Final Plats. The easements shall include provisions for City of Veneta staff and Oakley Estates homeowners to construct, maintain, and access the stormwater facility.

35) Condition of Approval: Prior to approval of the Final Plat for each phase, and prior to acceptance of the Public Improvements for each phase, the applicant shall execute and record stormwater agreements for maintenance of all stormwater swales and detention ponds within the phase. The stormwater agreements shall provide for City maintenance of the ponds and open drainages for functionality only. The Oakley Estates Homeowners' Association will be responsible for performing all other maintenance.

36) Condition of Approval: The final plat for each phase shall include one (1)-foot reserve strips at the terminus of all dead-end streets and shall have separate legal descriptions and be separately identified on the plat, in accordance with the City Engineer and VLDO 494, §6.02(4) - Reserve Strips.

37) Condition of Approval: Prior to final plat approval of each phase, the applicant shall provide emergency vehicle turnarounds at the stubbed ends of each street, in accordance with Lane Fire Authority and Oregon Fire Code Appendix D, §DI03 and VLDO 494, §6.02(6).

38) Condition of Approval: Prior to final plat approval for each phase, all ADA curbs return ramps shall be installed as part of the public improvements for that phase, in accordance with VLDO 494, §7.03(5) - Sidewalks.

39) Condition of Approval: Prior to final plat approval for each phase, the applicant shall submit a warranty bond guaranteeing replacement of all street trees and mitigation trees are the responsibility of the developer for a period of 2 years from the time of planting.

40) Condition of Approval: Prior to final plat approval of phase 2, the applicant shall enter into and record a shared access and maintenance agreement and public utility easement between lots 13-20 and be approved by the City Engineer and City Attorney in accordance with VLDO 494, §6.04(5)(c)(3).

41) Condition of Approval: Prior to final plat approval of phase 2, the applicant shall enter into and record a 20' wide emergency access easement across the flagpoles of lots 13-15, running between lots 116 and 117.

42) Condition of Approval: The final plat of phase 2 and phase 4 must include language that shows the Joint Access Easement in Phase 2 and the Emergency Access Easement in Phase 4 are also a public pedestrian and bicycle access easement. The public pedestrian and bicycle access easement and maintenance agreement shall be approved by the City Engineer and City Attorney in accordance with VLDO 494, §6.04(5)(c)(3). Prior to final plat of phase 4, a 12' wide paved pedestrian and bicycle path shall be constructed between lots 116 and 117, within the 20' emergency vehicle access easement in Phase 4. The path shall include bollards at each end.

43) Condition of Approval: Prior to final plat of phase 3, a sewer pump station shall be installed that is sized to handle all of the lots in phases 3-5.

44) Condition of Approval: Prior to final plat of phase 3, the applicant will be required to obtain a Lane County Facility Permit for the required transportation mitigation improvements at the Jeans Road and Territorial Road intersection.

45) Condition of Approval: Prior to final plat of phase 3, provide evidence that all improvements associated with the Lane County Facility Permit are substantially complete.

46) Condition of Approval: Prior to final plat of phase 3, the applicant will be required to build New Hope Parkway to full standard to its intersection with Jeans Road during construction of Phase 3.

47) Condition of Approval: Prior to final plat of phases 3, 4, and 5, provide evidence that a restriction has been placed, requiring all lots to be fenced that share a property line with the USACE Fern Ridge Reservoir property.

48) Condition of Approval: Prior to final plat of phase 4, the applicant shall submit a revised tentative plan that shows Lot 122 has at least 35' of frontage on the roadway and that surrounding lots continue to meet the standards of VLDO 494, Sec. 6.04(2) and Sec. 604(5).

49) Condition of Approval: Prior to final plat of phase 4, the applicant shall submit a revised tentative plan map that shows Lots 119 and 120, each have a flag pole that is at least 20' wide or are included within a 25' wide shared access easement in accordance with VLDO 494, Sec. 6.04(5)(c).

50) Condition of Approval: Prior to final plat of phase 4, the applicant will be required to apply for and have approved by the City Council, a public right-of-way vacation, for the west end of Todd Way, shown on lots 98-100.

51) Condition of Approval: The Final Plat for Phase 3 and Phase 5 shall continue the Public Utility Easement along all the roadway frontages of Tract E and Tract F.

52) Condition of Approval: Prior to final plat of Phase 5, a wetland delineation shall be conducted on Lot 180, to ensure there is enough space to construct a home and protect any wetland areas.

PRIOR TO ISSUANCE OF BUILDING PERMITS, THE APPLICANT SHALL:

53) Condition of Approval: Prior to issuance of building permits for all flag lots (i.e. Lots 13-18, Lot 106 and Lots 119-121) setbacks shall be a minimum of 10-feet from all lot lines and garages shall be setback a minimum of twenty (20) feet from the front line abutting the pole in accordance with VLDO 494, §6.04(5)(E)(1).

54) Condition of Approval: Prior to issuance of a building permit for each individual lot, landscape plans are required that conform to VLDO 493, §5.12(1-3) - Landscaping. Each individual lot landscape plan shall clearly show a minimum of 20% landscaping. The landscape plan is required to include one tree, a minimum of 2" caliper and four 5-gallon shrubs or accents plants per 1,000 square feet of landscaped area, pursuant to VLDO 493, §5.12(4).

55) Condition of Approval: Prior to issuance of building permits for corner lots with frontage on Hope Lane, site plans shall show the driveway to be located off the street with the lowest functional classification in accordance with VLDO 493, Sec. 5.24.

PRIOR TO CERTIFICATE OF OCCUPANCY FOR EACH LOT, THE APPLICANT SHALL:

56) Condition of Approval: Prior to occupancy, each individual lot is required to include at least one tree, a minimum of 2" caliper, and four 5-gallon shrubs or accents plants per 1,000 square feet of landscaped area, pursuant to VLDO 493, §5.12(4).

57) Condition of Approval: Prior to occupancy, each individual lot, must meet (VLDO 493, §5.12(5-6), whether or not the land area was included in the landscape plan or not, any area of land, that is not planted with trees and shrubs, or covered with non- plant material shall have ground cover plants that are sized and spaced to achieve 75 percent coverage of the area not covered by shrubs and tree canopy.

58) Condition of Approval: Prior to the issuance of Certificate of Occupancy for each lot, the applicant shall construct and install all required sidewalks in accordance with VLDO 494, §7.03(5) - Sidewalks.

59) Condition of Approval: Prior to Certificate of Occupancy for any lot associated in the present phase of development within the subdivision, street name signs shall be in place for any dwelling in which access is taken from a proposed street within the subdivision.

60) Condition of Approval: Prior to Certificate of Occupancy for any lot associated in the present phase of development within the subdivision, streetlights shall be installed at the applicant's expense or appropriately included in the Bond and outlined in the Improvements Agreement.

61) Condition of Approval: Prior to Certificates of Occupancy for any lot associated in the present phase of development within the subdivision, underground conduit shall be installed for data/communications/cable TV. The details of the type and location of conduit and junction boxes shall be included on the public improvement plans reviewed and approved by the City Engineer and Public Works Director.

C. IT IS HEREBY ORDERED THAT the Veneta Planning Commission approves with conditions the Oakley Estates Tentative Subdivision plan (File No. S-1-23) based on the information in the staff report and the following findings of fact:

(Tentative Subdivision, applicable criteria. Ordinance language is in italics.)

Veneta Land Division Ordinance 494, Article 4 – Subdivision-Section 4.02 Tentative Plan Review and Action Procedures.

1) City Staff Review and Action.

Upon deeming an application complete, the CDD shall furnish one (1) copy of the tentative plan and supplementary material to the City Engineer and Public Works Superintendent. Public agencies believed to have an interest shall be provided notice of the proposal. These officials and agencies shall be given fifteen (15) days to review the plan and to suggest revisions that appear to be in the public interest.

Staff Finding: The City received the application on March 21, 2023. The application was submitted with a request to forego the completeness review process and have the application immediately

deemed complete, pursuant to ORS 227.178. The City deemed the application complete for processing on March 27, 2023. Referrals were also sent to the City Engineer, Public Works director, and public agencies on March 27th with comments requested back in 15 days (April 11, 2023).

Conclusion: Criterion is met.

2) Subdivision Tentative Plan Procedure. Tentative Plan applications require a Type III application and associated procedures, as set forth in Article 11 of the Veneta Land Development Ordinance (No. 493).

Staff Finding: The City is processing the applicant's request as a Type III land use action as set forth in Article 2 of the VLDO 494 (VLDO 494).

Notice was mailed to the applicant/ property owner, the applicants' representative and owners for properties located within 300-feet of the perimeter of the subject site on March 29, 2023, and was published in the *Register Guard* on April 2, 2023. Notice was posted on the subject site and on the City website in accordance with VLDO 494, §2.03 - Submission Procedure, §4.02(2) - Tentative Plan Review and Action Procedures, Veneta Land Development Ordinance No. 493 (VLDO 493), §11.07(2) - Notice of Public Hearing.

Conclusion: Criterion is met.

3) Dedications and Conditions of Approval. The Planning Commission may require dedication of land and easements and may specify conditions or modifications to the tentative plan as necessary to ensure compliance with city regulations.

Staff Finding: The Planning Commission may require dedication of land and easements and may specify conditions or modifications to the tentative plan as necessary to ensure compliance with city regulations per this standard. Staff finds the proposal will require the dedication of right-of-way for the public roads included within the subdivision as well as a shared private access and utility easement for some of the flag lots. All lots included within the subdivision will also include a public utility easement across the frontage.

Staff recommends the Planning Commission approve the proposal with conditions as specified in this final order.

4) Failure to Complete Subdivision Requirements. Tentative Plan approval shall remain effective for three (3) years from the date of Planning Commission action. Within three (3) years, the applicant must submit a complete Final Plat application for review along with all supplementary data required to meet the conditions of approval listed in the Final Order. If the land divider is unable to proceed with the subdivision prior to the expiration of the three (3) year period following the approval of the tentative plan, the applicant must resubmit the tentative plan and make any

revision(s) necessary to meet changed conditions or modifications in laws or ordinances of the State of Oregon, Lane County, or the City of Veneta.

Staff Finding: Staff finds the Tentative Plan approval shall remain effective for three (3) years from the date of Planning Commission action and within three (3) years, the applicant must submit a complete Final Plat application for review along with all supplementary data required to meet the conditions of approval listed in the Final Order.

Further, staff finds if the land divider is unable to proceed with the subdivision prior to the expiration of the three (3) year period following the approval of the tentative plan, the applicant must resubmit the tentative plan and make any revision(s) necessary to meet changed conditions or modifications in laws or ordinances of the State of Oregon, Lane County, or the City of Veneta.

Conclusion: Criterion met conditionally. However, the proposal can satisfy the requirements of VLDO 494, §4.02(4) - Failure to Complete Subdivision Requirements with following condition of approval. Therefore, with the following condition of approval, the proposal satisfies the requirements of VLDO 494, §4.02(4) - Failure to Complete Subdivision Requirements.

Condition of Approval: As a general condition of approval, the applicant shall record a final plat with Lane County Deeds and Records after all conditions of approval (prior to final plat) have been completed to the City's satisfaction, in accordance with recording requirements of Lane County and VLDO 494, §4.02(4) - Failure to Complete Subdivision Requirements.

5) Performance Bonds and Irrevocable Agreements. At tentative plan approval, the applicant shall post a performance bond and enter into an Irrevocable Agreement between the applicant and the City, in a form as provided by the City, to assure that the subdivision improvements are completed. The performance bond shall be equal to the cost of public improvements including city water and sewer main extension and service and streets, which includes curbs, gutters and sidewalks with the City of Veneta. The cost of public improvements shall be based on an estimate by the City Engineer. Performance bonds shall be in the form of a surety bond, irrevocable letter of credit, cash, or other financial instrument acceptable to the City Attorney.

Staff Finding: Conditions of approval are necessary in order to require the applicant to post a performance bond and enter into an Irrevocable Agreement between the applicant and the City, in a form as provided by the City, to assure that the subdivision improvements are completed and prior to final plat approval in accordance with this standard.

Conclusion: Criterion met with the following condition of approval.

Condition of Approval: Prior to final plat approval, the applicant shall post a performance bond and enter into an Irrevocable Agreement between the applicant shall post a performance bond, in favor of the City, to assure that the subdivision improvements are completed. The bond shall be between the applicant and the City. The performance bond shall be equal to the cost of public improvements for city water and sewer main extension and services, streets, which includes curbs, gutters and drainage, sidewalks, and all other public improvements and utilities.

The cost of public improvements shall be based on an estimate prepared and/or approved by the City Engineer. Performance bond shall be in the form of a surety bond, irrevocable letter of credit, cash, or other financial instrument acceptable to the City Attorney in accordance with VLDO 494, §4.02(5) - Performance Bonds and Irrevocable Agreements.

Veneta Land Division Ordinance 494, Article 4 –
Section 4.03 Review of Tentative Plat Applications.

A tentative plan application shall be approved, approved with conditions, or denied based on the standards found in the following sections of the Land Division Ordinance, Land Development Ordinance, and other Veneta Land Division Ordinance No. 494 Page 13 sources specified in this Section:

1) The transportation system supports the new development and provides vehicular, bicycle, and pedestrian access to each lot in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and the Veneta Transportation System Plan.

Staff Finding: The transportation system proposed for the subdivision is a logical and efficient extension of the existing transportation system immediately adjacent to the subject property. The proposed subdivision will involve the creation of new streets and rights-of-way, complete with associated public infrastructure. A further review and discussion of Design Standards and Improvement Requirements will be included in this final order. Criterion addressed.

2) Each lot will be served with sanitary sewer (or septic systems), water, and other public utilities in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and City utility plans.

Staff Finding: As seen on Sheets C-2.0 through C-2.3, each proposed lot of the Subdivision will be served by City sanitary sewer, water and other public facilities in conformance with the applicable City requirements. Criterion addressed.

3) The surface water drainage shall be in conformance with the City's Drainage Master Plan and other applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).

Staff Finding: The proposed subdivision includes three private stormwater quality basins shown on Sheet C 2.0, Pg. 8 of the Stormwater Report, dated 4/5/22. These stormwater quality basins are shown on the tentative subdivision plan map as Tract A, Tract C and Tract D. The stormwater system has been designed by an Oregon Registered Professional Engineer in accordance with the Portland Stormwater Manual (2008). However, because the stormwater quality basins are

located in phases 3, 4, and 5, the applicant will be required to provide additional details regarding the stormwater plan for phases 1 and 2. A further discussion of stormwater detention and management will ensue in this final order under the applicable Articles of the Land Division Ordinance. It should also be noted that all stormwater facilities will be owned and maintained by the Home Owners Association (HOA). The applicant will be required to enter into stormwater agreements with the City that allow for City maintenance of the ponds and open drainages for functionality only, with the HOA responsible for performing all other maintenance.

Conclusion: This criterion can be met with conditions of approval.

Condition of Approval: The public improvement plans for Phases 1 and 2 shall include stormwater treatment and detention systems in accordance with Veneta's stormwater ordinance.

Condition of Approval: Prior to Final Plat approval for each phase, the applicant shall record a blanket public drainage easement, acceptable to the city attorney, over the stormwater pond facilities located within the phase. The easements shall also be illustrated on the Final Plats. The easements shall include provisions for City of Veneta staff and Oakley Estates homeowners to construct, maintain, and access the stormwater facility.

Condition of Approval: Prior to approval of the Final Plat for each phase, and prior to acceptance of the Public Improvements for each phase, the applicant shall execute and record stormwater agreements for maintenance of all stormwater swales and detention ponds within the phase. The stormwater agreements shall provide for City maintenance of the ponds and open drainages for functionality only. The Oakley Estates Homeowners' Association will be responsible for performing all other maintenance.

4) Topography, floodplain, wetlands, and vegetation have been incorporated into the subdivision design in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).

Staff Finding: Topography, floodplain, wetlands, and vegetation have been incorporated into the subdivision design in conformance with the applicable City requirements. Generally speaking, there are no steep slopes on the property and stormwater typically moves toward the north and east toward Fern Ridge Reservoir and its associated wetlands. With regards to flood hazard area, it appears the north property line of the subject property is also the flood hazard boundary; thus, flood hazards are not expected to be an issue with the development of this site. A further discussion of topography, floodplain, wetlands and stormwater management will ensue in this final order.

Veneta Municipal Code -Chapter 18.10 – Wetland Protection

Section 18.10.010 Purpose.

(1) The purpose of this chapter is to establish a process and standards which will minimize the degradation and destruction of significant wetlands within the city of Veneta and conserve wetland resources and their functions and values. This chapter is intended to protect and enhance local water quality; to preserve fish and wildlife habitat; to provide flood storage capacity, nutrient attenuation, and sediment trapping; and to preserve open spaces within the city of Veneta.

(2) The city of Veneta finds that significant wetlands are a community asset providing environmental, educational, recreational and aesthetic values, while contributing to long-term sustainable community development. Therefore, pursuant to ORS 660-023-0100(b), the city has chosen to restrict the filling, grading and excavation of wetlands for their protection. (Ord. 419 § 1, 2000)

Section 18.10.30 Procedures for identifying significant wetlands.

The wetland regulations contained in this chapter apply to those areas identified as significant wetlands on the comprehensive plan wetlands map exhibit, and wetland sites meeting Division of State Lands criteria. Precise wetland boundaries may vary from that shown on the comprehensive plan wetlands map exhibit if an on-site delineation or other city-approved documentation indicate more accurate boundaries.

For any proposed development impacting significant wetlands or within 50 feet of identified significant wetlands, the applicant shall be required to conduct a wetland delineation to determine the precise wetland boundary for application of the Removal-Fill Law, and if applicable, the nature and extent of development impacts on adjacent wetlands. The more precise boundaries obtained through a wetland delineation can be identified, mapped, and used for review and development without a change in the comprehensive plan wetlands map exhibit. All developments proposed within or adjacent to a designated wetland area shall be subject to the provisions of this chapter and site plan review pursuant to Veneta's land development ordinance. (Ord. 419 § 3, 2000).

Applicant's Statement: : Pursuant to 18.10.030: Procedures for Identifying significant wetlands, Schott and Associates, Inc submitted a Wetland Delineation/Determination Report for this site to the Department of State Lands (DSL) in July of 2020. DSL reviewed the delineation report, concurred with the wetland boundaries as mapped in the report, determined permit requirements, assigned a DSL Wetland Delineation (WD) identification number of 2020-0407, and declared the jurisdictional determination valid for (5) years. DSL WD # 2020-0407 has an Approval Issued Date of 5/19/2021 and an Approval Expires date of 5/19/2026.

Staff Finding: The applicant has submitted a valid approved Agency Decision from the Oregon Department of State Lands (DSL) concurring with the applicant's wetland delineation. However, it should be noted that a portion of Lot 180, in the northeast corner of the property, is shown within a mapped wetland area. Adjacent property

owner, Sue Castillo, submitted comments on this issue. Furthermore, Figure 6a. of the wetland delineation shows there was not a sample plot conducted in this area. Consequently, staff recommends that an additional wetland delineation be conducted on Lot 180 prior to final plat of Phase 5 to ensure there is enough space to construct a home. DSL did not provide any comments on this development proposal, reference DSL Wetland Land Use Notice number WN2023-0244.

Comments were also received from the US Army Corps of Engineers (USACE) noting that the adjacent shoreline is a protected area and is administered under the Fern Ridge Shoreline Management Plan and that no docks are permitted. Staff has concerns regarding residential creep into the protected shoreline and associated wetland areas. Any pathways into the natural area would need to be approved by USACE through a shoreline permit review.

It is recommended that all lots that share a property line with the USACE property are required to be fenced. Any paths to the natural area and shoreline shall be reviewed and approved with a USACE shoreline permit. Further staff recommends that any paths leaving the Oakley Estates Subdivision toward the USACE property be consolidated at Tract A, Tract C, Tract D and at the northern cul-de-sac. Each individual lot is not allowed to have a separate path in the natural area.

Conclusion: Wetland protection in accordance with VMC 18.10 can be achieved with conditions of approval.

Condition of Approval: Prior to final plat of Phase 5, a wetland delineation shall be conducted on Lot 180, to ensure there is enough space to construct a home and protect any wetland areas.

Condition of Approval: All lots that share a property line with the USACE Fern Ridge Reservoir property are required to be fenced along the shared property line.

Condition of Approval: A shoreline permit reviewed and approved by the US Army Corps of Engineers is required prior to construction of any shared paths into the USACE Fern Ridge Reservoir property. Any proposed pathways into the USACE Fern Ridge Reservoir are required to be shared and must begin from Tract A, Tract C, Tract D or the northern cul-de-sac. Individual pathways into the natural area are not permitted.

Veneta Land Development Ordinance 493, Article 4 – Use Zones
Section 4.03 General Residential (GR)

- 1) **Purpose.** *To provide areas suitable and desirable for a variety of housing types and densities with provisions for associated public service uses and open space, and allowing flexibility through planned developments and other options under controlled conditions. The net density in a GR zone shall not exceed fifteen (15) dwelling units per net acre and twenty (20) units in planned developments, and are subject to the minimum lot area and dimensional standards of the zone.*

Staff Finding: The subject property is zoned (GR) General Residential. The proposed subdivision of the property for single family residential units is consistent with the purpose of the zone.

Veneta Land Development Ordinance 493, Article 4 – Use Zones

Section 4.12 Greenway – Open Space Subzone (/GW)

In the GW subzone, the following regulations shall apply in addition to those of the basic zone. If the requirements of the subzone are stricter than the basic zone, the requirements of the subzone shall apply:

- 1) *Purpose. To implement the Open Space - Greenway Overlay in the Veneta Comprehensive Plan.*
- 2) *Boundaries.*
 - A. *The boundaries of the GW subzone are shown on the Veneta Zoning Map, updated November 23, 2009, and hereby adopted by reference. In instances where the Greenway boundary shown on the Veneta Zoning Map and the boundary as defined herein are different, the language of this section shall take precedence.*
 - B. *Upon receiving a new wetland delineation and concurrence from the Department of State Lands ([DSL](#)), the GW boundary shall be located a minimum of fifty (50) linear feet from the edge of all significant wetlands. Wetlands whose status has not yet received concurrence from the Department of State Lands shall also have a buffer of 50 ft.*
 - C. *In cases where areas not associated with wetlands are necessary to provide for pedestrian/bicycle connectivity, protection of other natural resources, or to provide a buffer between uses, the boundaries of the Greenway shall be as shown on the Veneta zoning map.*

Staff Finding: Portions of the subject property are included within the (GW) Greenway-Open Space sub zone as shown by the green hatched areas in the map below.



There is an approximately 50' wide band across the north property line and two portions that run south from the Fern Ridge wetlands. The GW area on the west side of the property is not associated with a wetland, while the GW area on the east side of the property is associated with a wetland area, as seen by the wetland delineation map below.



Figure 6a. Wetland Delineation Map - Overview

3) Permitted Uses. In a GW subzone, the following uses are permitted subject to compliance with all state and local requirements, including the development standards of Section 4.12(6) of this ordinance.

- A. Public accesses such as bicycle and walk ways, streets, lookout points, and access roads for maintenance of channels, wetlands, and other natural resource areas.
 - 1. A path, walkway or running trail shall be constructed as far from significant wetlands as practicable with the toe of slope falling no closer than 15 feet from the boundary of a significant wetland.
 - 2. All paths shall be designed and constructed according to City standards.
 - 3. Streets shall be constructed as far from significant wetlands as practicable with the toe of slope falling no closer than 15 feet from the boundary of a significant wetland.
- B. Stormwater facilities.
 - 1. All stormwater facilities constructed in the Greenway must be designed according to City standards and shall be designed to enhance the water quality, habitat, and aesthetic values of the Greenway as determined by the City.
 - 2. Stormwater detention and pre-treatment facilities excluding piping and outfall structures may be located no closer than 15 feet from any significant wetland unless the facility will enhance wetland values as defined in VMC 18.10 as determined by the City.
- C. Utility installations.
- D. Mitigation of development activities.
- E. Restoration of previously disturbed or degraded areas.
- F. Removal of vegetation
 - 1. Vegetation removal is limited to the removal of:
 - a. Native vegetation for the purpose of facilitating or encouraging the growth of native vegetation, or enhancement of habitat values and/or other natural resource values.
 - b. Nonnative or invasive plant species
 - c. Dead or dying trees or shrubs that are an imminent danger to public health and safety as determined by the City.
 - d. Dead or dried native plants or grasses only when they constitute an imminent fire hazard as determined by the City.
- G. Planting and Replanting
 - 1. Replanting of areas cleared of existing vegetation must be completed within 90 days unless otherwise approved by the City.
 - 2. Planting and replanting with seed shall be timed so that germination occurs prior to November 15, unless the specific seed used requires otherwise, in which case germination shall be accomplished at the earliest date practicable.
- H. Removal of fill and any refuse that is in violation of local, state, or federal regulations. Removal of fill must be consistent with state of Oregon removal- fill regulations.
- I. Channel maintenance to maintain storm water conveyance and flood control capacity, as required and/or allowed by local policies, state and federal regulations, or intergovernmental agreements.
- J. For lots with residential development existing prior July 2006, maintenance, additions,

alterations, rehabilitation and replacement of existing lawful structures, private accesses, or other associated development and construction of new accessory structures, decks, and other development incidental to the residence are permitted provided that:

- 1. The proposed improvements cannot be located outside of the Greenway because of topographic or physical constraints or required compliance with other regulations.*
 - 2. No new development shall occur on previously undeveloped areas of greenway within 15 ft of significant wetlands. For the purposes of this subsection, undeveloped shall be defined as retaining a natural grade and vegetation.*
- K. Structures or development granted a variance to Veneta's Wetland Protection Ordinance found in VMC Section 18.10. Impacts to the Greenway shall be the minimum necessary to construct those improvements for which the wetlands variance was granted.*
- 4) Conditional Uses Permitted. Subject to the criteria found in Section 8.11(19) of this ordinance.*
- 5) Prohibited Uses.*
 - A. Any new structures or development (including fences), other than those allowed as permitted uses or approved as conditional uses, construction or ground disturbing activities, gardens, lawns, dumping of materials of any kind, and operation of heavy machinery.*
 - B. Storage of hazardous materials as defined by the Department of Environmental Quality.*
 - C. Application of herbicides, pesticides, fertilizer or other chemical products without first contacting City Hall.*
 - D. Removal of existing vegetation except as specified in 3(F) of this Section.*
 - E. Planting or establishment of nonnative or invasive species.*
 - F. Removal of trees without an approved permit. Standards for granting a permit to remove trees within the Greenway shall be those found in Veneta Municipal Code 8.10.080. These standards shall apply to the removal of any tree within the boundaries of the Greenway. When practicable, trees removed under this section shall be replaced by planting an equal number of native trees within the remaining greenway.*
- 6) Application and Construction Standards. No ground disturbing activities shall take place in the greenway without City approval. In order to limit disturbance to the Greenway, the following activities shall take place prior to any ground disturbing activities,*
 - A. The applicant shall submit a revegetation plan containing the following information:*
 - 1. A description of adverse impacts that will be caused as a result of development.*
 - 2. An explanation of how disturbed areas, including cut and fill slopes will be revegetated with native species to the degree necessary to control erosion and reduce the impacts of the development to the maximum extent practicable.*
 - 3. A list of all responsible parties including, but not limited to, the owner, applicant, contractor or other persons responsible for revegetation work on the development site.*
 - 4. An implementation schedule, including timeline for construction, revegetation, monitoring, and reporting.*
 - B. Prior to construction, construction areas and areas to remain undisturbed shall be*

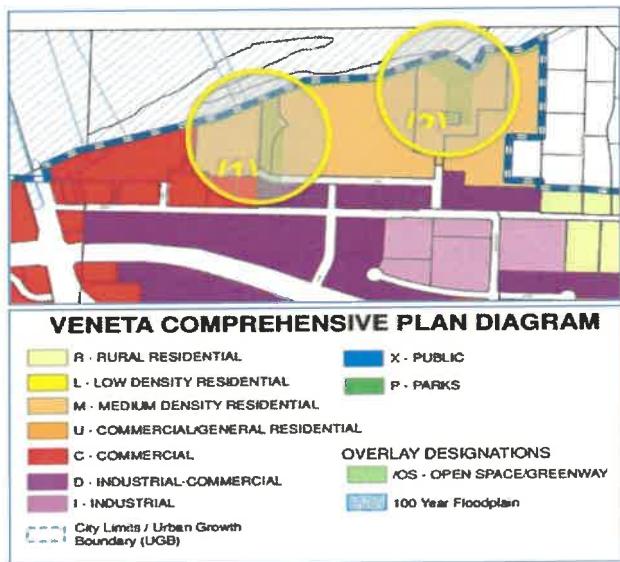
flagged, fenced, or otherwise clearly marked. Such markings shall be maintained until construction is complete.

C. To the maximum extent practicable, native vegetation shall be protected and left in place. Trees in the Greenway shall not be used as anchors for stabilizing construction equipment.

D. Where existing vegetation has been removed, or the original land contours disturbed, the site shall be revegetated with native vegetation as approved by the City, and the vegetation shall be established as soon as practicable. Interim erosion control shall be used to avoid erosion on bare areas during revegetation.

7) Enforcement. No prohibited use, construction activity including grading and/or excavation, clearing of vegetation, or stockpiling of fill shall be permitted prior to approval of proposed development. If any development generates an unauthorized disturbance within the Greenway-Open Space overlay zone, the development project shall revegetate the disturbed area with native plants. Revegetation shall be conducted according to a plan developed by a qualified biologist, landscape architect, or engineer, and submitted to the City for review and approval. Revegetation plans shall include provisions for monitoring and reporting on a yearly basis until such time that full restoration can be confirmed by a qualified biologist, landscape architect, or engineer and approved by the City. Violations are also subject to the provisions of Article 2 of this ordinance.

Applicant's Statement: According to the Veneta Comprehensive Plan Diagram (Comp Plan) adopted 9/25/2000 there are two Open Space/Greenway areas identified on the site. Please see map snip from the Comp Plan below:



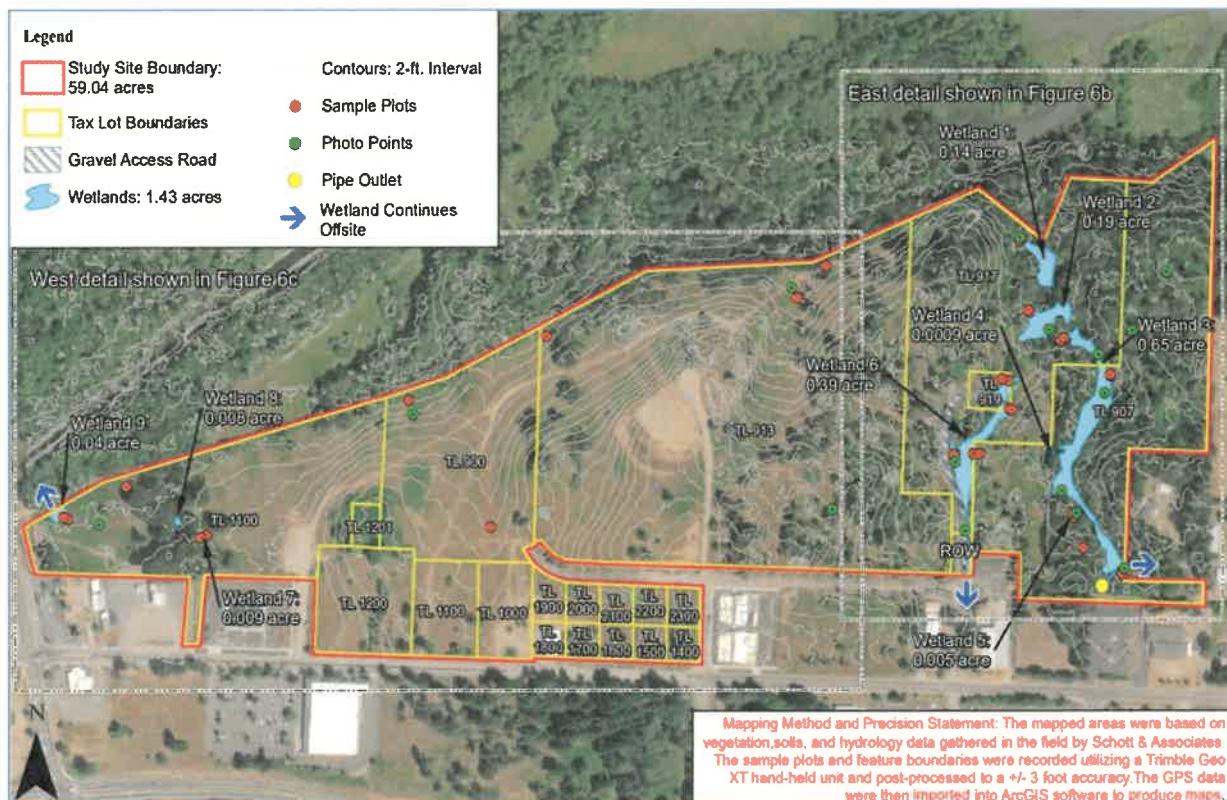
Map 1: Veneta Comprehensive Plan Diagram

On the Veneta Comprehensive Plan One Open Space/Greenway (OS) overlay area (labeled 1) appears on the westerly portion of the site and the second (labeled 2) appears on the north easterly portion of the site.

OS area (1) was determined to be in error by the Division of State Lands during review and approval of DSL WD # 2020-0407. OS area (2) was determined to be correct.

Accordingly, proposed subdivision will impact one Open Space/Green. Post planning, applicant will apply for a variance in accordance with Division of State Lands (DSL) and City of Veneta rules and regulations.

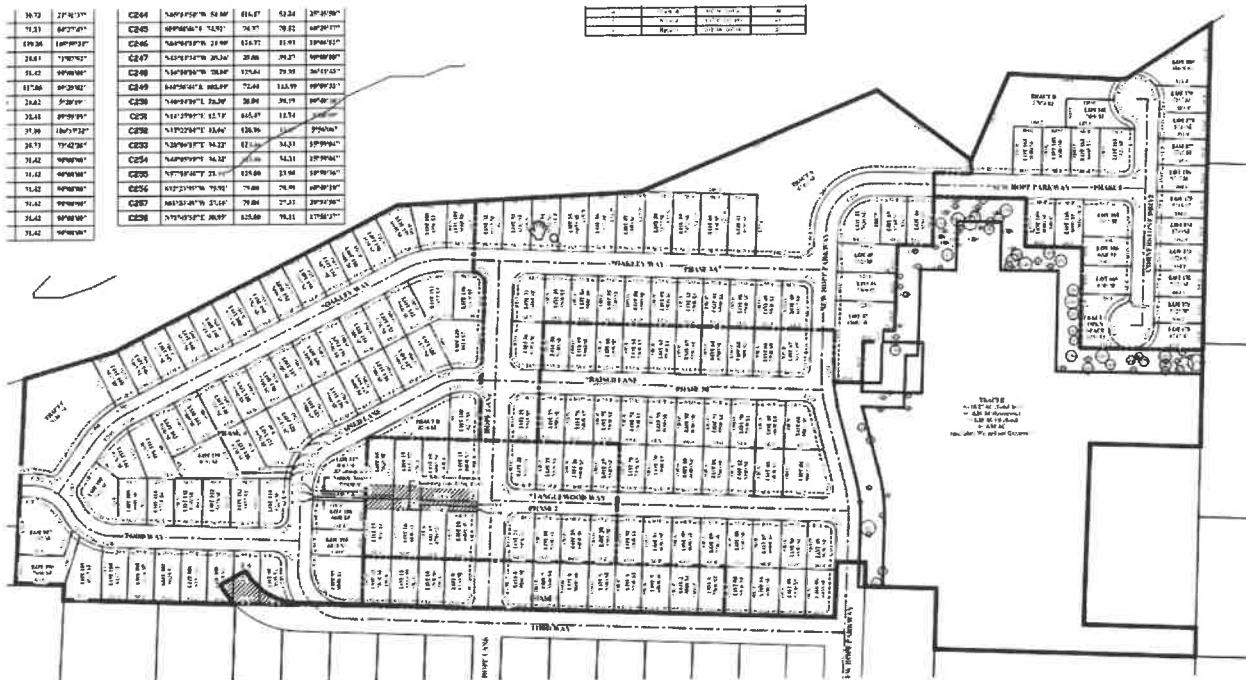
Map 2 figure below illustrates that no wetlands or greenway areas were identified in the westerly area of the site. The wetland delineation shows no evidence of Open Space/Greenway (OS) in area (1). From discussions and emails with City of Veneta Planning staff, this wetland delineation, DSL WD # 2020-0407 approved by DSL, validates that there is only one Open Space/Greenway (OS) in area. Applicant will apply for a variance in accordance with Division of State Lands (DSL) and City of Veneta rules and regulations for the second area on the north easterly portion of the site where two wetlands exist.



Map 2: DSL WD # 2020-0407: Figure 6a. Wetland Delineation, Map Overview

Map above illustrates the two wetlands that exist in the north easterly portion of the site.

Staff Finding: The subdivision development proposal includes the creation of lots inside of the greenway and open-space sub zone (GW). See tentative plan map below.



Staff estimates approximately 46 lots out of 180 lots (26%) will have the GW subzone designation, not including the Tracts of land, shown in the tentative plan. The grading and clearing and subsequent development of these lots for residential use would not be allowed pursuant to VLDO 493, Sec. 4.12(5). However, VLDO 493, Sec. 4.12(3)(K) allows for structures or development in the GW if a variance is granted to VMC Section 18.10. In this case, the applicant states the following:

"Post planning, applicant will apply for a variance in accordance with Division of State Lands (DSL) and City of Veneta rules and regulations."

A variance to a standard is typically reviewed at the same time as the primary land use action. The Planning Commission will have to determine if they are willing to accept the variance application as a condition of approval. Staff is concerned that if the variance to the greenway and open-space standard is not approved, then it will either allow lots to be platted that are not buildable or it will require a significant modification to the tentative plan layout after the tentative plan has already been approved. Neither of these options are satisfactory.

Some guidance to the Planning Commission can be found in the Conditional Use Permit standards for development in the GW sub zone. In the section below, it discusses how the Planning Commission must find balance between public and private benefits.

Veneta land Development Ordinance 493

Article 8 – Conditional Uses

Section 8.11 Special Standards Governing Certain Conditional Uses

Certain conditional uses shall meet the following standards:

19) Standards for development in the GW subzone. The development must comply with all standards listed below. If the proposed development cannot comply with all the standards, the Planning Commission must determine what balance is needed between the public benefits provided by standards (A) through (E) and the private benefits provided by standards (F) and (G).

- A. Fish and wildlife habitats and wildlife movement corridors will be protected.
- B. Scenic qualities and viewpoints will be preserved.
- C. Natural drainageways are protected and the stormwater plans comply with an approved stormwater drainage management plan. Erosion will be prevented or controlled.
- D. Significant trees and other site vegetation will be preserved.
- E. Stream corridors and wetland will be protected and provided with buffers.
- F. The practical needs of construction activity are provided for in terms of ingress and egress.
- G. Exceptional and undue hardship upon property owner or developer is avoided. For purposes of this subsection, hardship means the subject property will have no economically viable use without the Conditional Use Permit. The hardship must arise from conditions inherent in the land which distinguish it from other land in the neighborhood.

Conclusion: Staff estimates approximately 46 lots out of 180 lots (26%) will have the GW subzone designation, not including the Tracts of land, shown in the tentative plan. If the Planning Commission decides to allow the variance application to happen after the tentative plan decision, then staff recommends the condition of approval requiring the variance should be required to happen prior to any construction on the site, including vegetation removal, grading, and utility installation.

Optional Condition of Approval: Prior to any construction on the subject property, the applicant shall supply evidence that a variance application has been approved by the Planning Commission allowing development activity, including vegetation removal, grading, utility installation and construction of structures inside of the impacted GW subzone.

Continuing with Veneta Land Division Ordinance 494, Article 4 –
Section 4.03 Review of Tentative Plat Applications.

5) Development of any remainder of property under the same ownership can be accomplished in accordance with city requirements.

Staff Finding: The applicant is requesting preliminary subdivision plat approval for 180 lots in 5 development phases. Although phase 3 is separated into 2 phases, phase 3A and phase 3B, so technically there are 6 phases, however the tentative plan indicates 5 phases. Development of all 5 phases will finish out the remainder of the property under the same ownership. Criterion addressed.

6) *Adjoining land can be developed or is provided access that will allow its development in accordance with city requirements.*

Staff Finding: Development of adjoining land is not precluded. The proposed subdivision will not need to extend any roads to the north or the east. The north is adjacent to the Fern Ridge Reservoir and its associated wetlands. The east side of the subject property is the city limits and urban growth boundary and property that is already a developed rural residential subdivision. The proposed tentative subdivision plan extends two public roads to the south and one public road to the east.

7) *The proposed preliminary plat complies with all of the applicable city requirements, including Design Standards (Article 6), Improvement Requirements (Article 7), and the requirements of the zoning district in which the property is located (Land Development Ordinance).*

Staff Finding: As will be discussed and found in this final order, the proposed subdivision complies with all of the applicable City requirements or can be appropriately conditioned for compliance with City requirements. A further review and discussion of relevant City requirements and applicable Articles of the Land Division and Development Ordinances will ensue in this final order. Criterion addressed.

Veneta Land Division Ordinance 494, Article 6 – Design Standards

1) *General. The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried, considering the terrain. Where location is not shown on the street plan or in a development plan, the arrangement of streets shall either:*

A. Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sacs shall be allowed only when one or more of the following conditions exist:

- 1. Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.*
- 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or*
- 3. Where streets would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of October 1, 1998 which preclude a required street connection. Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible."*

B. Conform to a plan for the development area approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

Applicant's statement: The development is accessed by New Hope Parkway and Hope Ln from the south or Todd way from the east. Todd Way ends at the western boundary of the new development, providing future connectivity to the adjacent tax lot 1100.

Fern Ridge Reservoir borders the development to the north and therefore there are no connecting streets north of the subdivision.

Wetlands and public space in the western part of the development limit the connectivity, therefore Cornerstone Dr is a stub in the tentative subdivision.

The applicant will pursue a right-of-way vacation and new right-of-way dedication for the west end of the existing Todd Way according to City ordinance and application process. This modification of the public right-of-way location is necessary to accommodate the proposed street and parcel configuration, support requirements for "T" intersections and provide adequate space for stormwater collection and treatment facilities in the general vicinity.

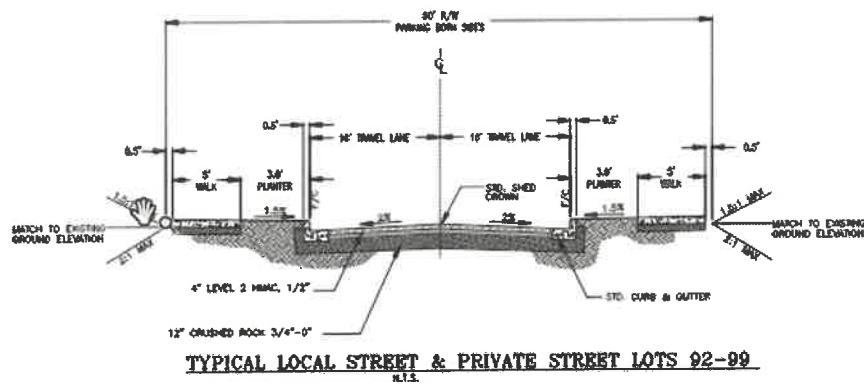
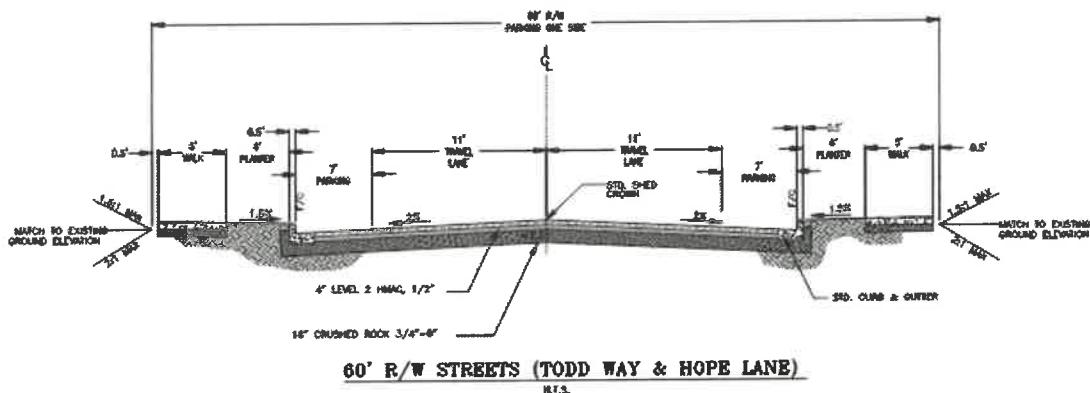
Staff Finding: Staff concurs with the applicant's response and finds the proposed street connectivity meets the minimum standards. The proposed subdivision will not need to extend any roads to the north or the east. The north is adjacent to the Fern Ridge Reservoir and its associated wetlands. The east side of the subject property is the city limits and urban growth boundary and property that is already a developed rural residential subdivision. The proposed tentative subdivision plan extends two public roads to the south and one public road to the west and will require a small portion of the existing Todd Way public right-of-way to be vacated as shown on the tentative plan.

2) Standard right-of-way and street widths. The width of streets shall be adequate to fulfill city specifications as provided for in SECTION 7.02 of this Ordinance, and, unless otherwise indicated on a development plan or approved by the Planning Commission, streets shall have:

Street Element	Minor Arterial		Major Collector		Minor Collector		Local		Neighborhood Local	
	Standard Width	Alternative Minimum Width	Standard Width	Alternative Minimum Width	Standard Width	Alternative Minimum Width	Standard Width	Alternative Minimum Width	Standard Width	Alternative Minimum Width
ROW width	74	59	60	48	60	55	58	54	50	46
Paved Width (curb-to-curb)	52	41	38	30	40	37	36	36	28	28
Drive lanes	2 (12')	2 (11')	2 (11')	2 (10')	2 (10')	2 (10')	2 (10')	2 (10')	1 (14')	1 (14')
Center Turn Lane/Median	1 lane (12')	1 lane (11')	X	X	X	X	X	X	X	X
Bicycle Facilities	2 bike lanes (6', 2' buffer) (5')	2 bike lanes (6', 2' buffer) (5')	2 bike lanes (6', 2' buffer) (5')	2 bike lanes (5')	2 bike lanes (6')	2 bike lanes (5')	Shared Street	Shared Street	Shared Street	Shared Street
On-street parking	No	No	No	No	One side (8')	One side (7')	Both sides (8' each)	Both sides (8' each)	Both sides (7' each)	Both sides (7' each)
Pedestrian Facilities	2 sidewalks (6') (5')	2 sidewalks (6') (5')	2 sidewalks (6') (5')	2 sidewalks (5')	2 sidewalks (6')	2 sidewalks (5')	2 sidewalks (6')	2 sidewalks (5')	2 sidewalks (6') (5')	2 sidewalks (6') (5')
Planter Strip	2 strips (5')	2 strips (4')	2 strips (5')	2 strips (4')	2 strips (4')	2 strips (4')	2 strips (5')	2 strips (4')	2 strips (5')	2 strips (4')

Applicant's statement: The right-of-way for Todd Way and New Hope Lane are 60', standard for local streets. All other streets and a portion of Todd Way have a 50' right-of-way.

Staff Finding: The applicant's proposed street right-of-way widths meet the minimum standard width for Local and Neighborhood Local streets. The following street sections are included on the Details Sheet C 4.0 of the Oakley Estates Utility Plans.



Staff Finding Continued: The planter strip in the applicant's proposed street section is 3' wide. The City Street Elements table above, shows the minimum width for a planter strip in the City is 4' wide. Furthermore, the table shows the minimum paved curb to curb width is 28' wide and the applicant proposes a 32' wide paved travel surface. The applicant will be required to modify the 50' right-of-way street section to include 4' planter strips. This will be done by shrinking the paved travel surface from 32' wide to 30' wide curb to curb. Additionally, there is a small portion of the west end of Todd Way that is proposed to be vacated. Staff agrees that vacating this section of road is appropriate to facilitate a standard street design. Finally, New Hope Parkway is the second access into the subdivision and it currently does not meet any type of standard for a public local street or neighborhood street. In order to provide adequate secondary vehicle and pedestrian access and emergency access to the site, the applicant will be required to build New Hope Parkway to full standard to its intersection with Jeans Road during construction of Phase 3.

Conclusion: This standard, regarding street widths, can be achieved by modifying the 50' wide right-of-way typical local street section included with the applicant's utility plans. Staff is supportive of vacating the west end of Todd Way as shown on the tentative plan. The applicant will be required to build New Hope Parkway to full standard to its intersection with Jeans Road.

Condition of Approval: Submit a revised 50' right-of-way street section (utility plan Sheet C 4.0). The revised street section will be required to include 5' sidewalk, 4' planter strip, 0.5' curb, and 15' travel lane on each side.

Condition of Approval: The applicant will be required to build New Hope Parkway to full standard to its intersection with Jeans Road during construction of Phase 3.

Condition of Approval: Prior to final plat of phase 4, the applicant will be required to apply for and have approved by the City Council, a public right-of-way vacation, for the west end of Todd Way, shown on lots 98-100.

- 3) *Alternatives to Standard Street design. The Planning Commission, in consultation with Lane County Fire District #1 and Lane Transit District may approve alternate street right-of-ways and paving widths when the benefits of standard right-of-way or paving width are outweighed by the benefits of feasible alternatives. Alternatives to street design may include things like narrower or varying street widths, medians, and bulb-outs at intersections. Considerations include:*
 - A. *Emergency vehicle access*
 - B. *Self-protection of structures using sprinkler systems or other fire prevention means*
 - C. *Curb and sidewalk design that accommodates emergency vehicles and storm drainage (such as rolled curbs)*
 - D. *Provision for generous parking on site that would eliminate need for on-street parking*
 - E. *Location of proposed street relative to other streets (block length and connectivity)*
 - F. *Provision of transit service through special agreements and facilities*
 - G. *Pedestrian safety, particularly at intersections*

- H. Adequate rights-of-way or easements for public utilities
- I. Existing development that limits paving and right-of-way widths
- J. Topography
- K. Environmental impacts

Applicant's statement: Oakley Way, Raised Lane, New Hope Parkway, Cornerstone Drive and a portion of Todd Way all have street widths of 32', narrower than the standard 36' width. Narrower street widths are proposed to minimize impacts to the hillside and runoff from the wider streets. Please see cross sections shown on sheet C4.0 that include on-street parking and full street improvements. Note that only the paving width is narrower. In comparison to paving standards from other jurisdiction, such as the City of Eugene, standard paving for a street with parking on both sides is 28 ft.

Staff Finding: The proposed street sections are included on the Details Sheet C 4.0 of the Oakley Estates Utility Plans. The proposed 50' right of way street elements that do not meet the standard width are the sidewalk and the planter strip. The applicant proposes a 5' wide sidewalk instead of a 6' wide sidewalk. The 5' wide sidewalk that is proposed can be allowed using the alternative minimum width standard as shown in the Standard right-of-way and street width table found in VLDO 494, Sec. 6.2(2). With regards to the planter strip, the applicant proposes a 3' wide planter strip, however the alternative minimum width included in the table is 4' wide. Therefore, as discussed in the previous finding, the applicant will be required to revise the 50' wide right-of-way street section to include a 4' wide planter strip. This will be done by shrinking the paved travel surface from 32' wide to 30' wide curb to curb.

Conclusion: This standard, regarding alternatives to street design, can be achieved by modifying the 50' wide right-of-way typical local street section included with the applicant's utility plans.

Condition of Approval: Submit a revised 50' right-of-way street section (utility plan Sheet C 4.0). The revised street section will be required to include 5' sidewalk, 4' planter strip, 0.5' curb, and 15' travel lane on each side. All 50' wide streets must be constructed to meet this standard.

4) Reserve Strips. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission or Building and Planning Official. One foot reserve strips are used across the ends of stubbed streets adjoining undivided land or along half streets adjoining undivided land, and they shall be designated as such. Reserve strips may also be parallel to the right-of-way as a means of access control (prohibiting driveway access). The reserve strip shall have separate legal descriptions and shall be separately identified on the plat.

Applicant's statement: Reserve strips are planned and will be included in the final plat for the ends of all stubbed streets.

Staff Finding: Staff finds it is necessary to condition the proposal in order to ensure reserve strips are included on the final plat.

Conclusion: Criterion is met. However, the proposal can satisfy the requirements of VLDO 494, § 6.02(4) with the following condition of approval.

Condition of Approval: The final plat for each phase shall include one foot reserve strips at the terminus of all dead end street, in accordance with the City Engineer recommendation and VLDO 494, §6.02(4) - Reserve Strips.

5) Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuation of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction.

Applicant's statement: All intersections of public streets in the development are aligned along their center lines.

Staff Finding: The proposed street layout meets the alignment standard.

Conclusion: Criterion is met.

6) Future extensions of streets. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivisions or partition and the resulting dead-end streets must have a turn-around. Reserve strips may be required to preserve the objectives of street extensions.

Applicant's statement: Reserve strips are planned and will be included in the final plat for the ends of all stubbed streets. There is turn around area for all emergency vehicles at the end of Tanglewood Way and Cornerstone Drive.

Staff Finding: Staff finds the proposed street connectivity meets the minimum standards. The proposed subdivision will not need to extend any roads to the north or the east. The north is adjacent to the Fern Ridge Reservoir and its associated wetlands. The east side of the subject property is the city limits and urban growth boundary and property that is already a developed rural residential subdivision. The proposed tentative subdivision plan extends two public roads to the south and one public road to the west. The public road stubbed to the west, Todd Way, will be required to have a 1' reserve strip. Additionally, the subdivision proposes to take access from New Hope Parkway. This road is not constructed to a public street standard and will be required to be constructed to full standard to the intersection of Jeans Road as discussed under a previous finding.

Conclusion: Criterion met conditionally. The proposal can satisfy the requirements of VLDO 494, §6.02(6) – Future extensions of streets with the following condition of approval.

Condition of Approval: Each phase will require temporary emergency vehicle turnarounds at the stubbed ends of each street, pursuant to VLDO 494, §6.02(6) – Future extensions of streets.

7) Division of property. Property with frontage onto two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.

Applicant's statement: The property does not have frontage on two or more streets and no roads are presently within the lot. Todd Way is the only road that ends at the boundary of the property.

Staff Finding: Staff concurs with applicant's finding.

Conclusion: Criterion is met.

8) Intersection angles. Streets shall be laid out to intersect at right angles, and all other conditions shall require a variance. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.

Applicant's statement: All intersections in the proposed plans are at right angles except the intersection of New Hope Parkway and Raised Lane is at a slight angle in order to avoid most of the existing wetland.

Staff Finding: Staff finds the intersections of Tanglewood Way and New Hope Parkway, Raised Lane and New Hope Parkway, are not quite right angles due to a slight shift of the road to avoid the wetland. Further, the intersection of Oakley Way and Todd Way is on the outside curve of the street. A variance will not be required because the streets will continue to be within the tolerance of standard engineering street design for a low speed, residential street.

Conclusion: Criterion is met.

9) Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided in accordance with the Veneta Transportation System Plan at the time of the land division.

Applicant's statement: Todd Way is the only existing street adjacent to this tentative subdivision. With a 60 ft right-of-way it is of adequate width. See attached tentative subdivision plan.

Staff Finding: Staff concurs with applicant's finding. No existing streets will require additional right-of-way dedication. All streets internal to the development will be dedicated public

right-of-way as shown on the tentative plan.

Conclusion: Criterion is met.

10) Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition when in conformity with the other requirements of these regulations and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to the tract to be divided, the other half of the street shall be provided within such tract. Reserve strips may be required to preserve the objectives of half streets..

Applicant's statement: There are no half streets in this tentative proposal.

Staff Finding: This standard is not applicable, as there are no proposed half streets included in the applicant's submitted plans.

Conclusion: Criterion is met.

11) Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet. A cul-de-sac shall terminate with a circular turn-around.

Applicant's statement: There is one cul-de-sac in this tentative proposal on Oakley Way. It exceeds 400 feet but there is a 20ft access easement that connects through to Todd Way.

Staff Finding: Phase 5 contains two cul-de-sacs. Both are less than 400 feet in length and terminate with a circular turnaround.

Conclusion: Criterion is met.

12) Street names. Except for extensions of existing streets, no street name shall be used which will duplicate or Veneta Land Division Ordinance No. 494 Page 26 be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Commission and Lane County.

Applicant's statement: All new streets in this plan have unique names for the city and county.

Staff Finding: Phase 5 includes a street called Cornerstone Drive. There is already a Cornerstone Drive located in the City and it will not connect to the proposed street because of wetlands, the parkland dedication and intervening ownership. The road names were reviewed by the Lane County Road Naming Committee and they also denied the use of the

name Cornerstone Drive. Therefore, the applicant will need to rename this street on the final plat. (Reference email from Trevor Ross, County Surveyor, to staff on April 11, 2023.

Conclusion: Criterion can be met with conditions of approval changing the street name of Cornerstone Drive.

Condition of Approval: The final plat must not include the street name Cornerstone Drive. Provide documentation that the new street name has been approved by the Lane County Road Naming Committee.

13) Grades and curves. Grades shall not exceed six (6) percent on arterial, ten (10) per cent on collector streets or fifteen per cent on other streets. Center line radii of curves shall not be less than 300 feet on major arterial, 200 feet on secondary arterial or 100 feet on other streets. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.3 per cent.

Applicant's statement: All streets will have slopes less than 5%.

Staff Finding: Staff concurs with applicant's statement. All grades and curves comply with the above standards.

Conclusion: Criterion met.

14) Streets adjacent to railroad rights-of-way. Wherever the proposed land division contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way

Staff Finding: This standard is not applicable as there are no proposed streets adjacent to railroad rights-of-way.

15) Marginal access streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Applicant's statement: There are no existing or proposed arterial streets in this tentative subdivision.

Staff Finding: Staff concurs with Applicant's statement.

Conclusion: Criterion is met.

16) Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a visual clearance of not less than 45 degrees with fifteen (15) foot leg lengths.

Staff Finding: The subject property is not within a commercial or industrial district, therefore this criterion does not apply.

17) Access Management. New streets shall meet or exceed the minimum spacing requirements listed in the adopted Transportation System Plan (TSP). However, where no reasonable alternatives exist or where strict application of the standards would create a safety hazard, the City may allow a variance per Article 11 of the Land Development Ordinance (No. 493).

Applicant's statement: The proposed street layout exceeds the minimum spacing requirements for local streets.

Staff Finding: Staff concurs with applicant statement.

Conclusion: Criterion is met.

Veneta Land Division Ordinance 494, Article 6 - Design Standards

Section 6.03 Blocks.

1) General. The length, width and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.

2) Size. In residential zones, block lengths shall not exceed 600 feet and block perimeters shall not exceed 1800 feet except where topography, natural features, or existing development creates conditions requiring longer blocks.

Staff Finding: The block length in this subdivision is dictated by the location of the existing access streets, Hope Lane and New Hope Parkway, which are located approximately 745' apart from center line to center line. The applicant did shrink this block length slightly as the blocks move north, however, they are still slightly longer than 600 feet, with the north block in Phase 3 being 621' long. Additionally, the large block in Phase 4 is approximately 917' long, however due to the existing street location and the natural features to the north (wetlands), it can be allowed.

Conclusion: The block lengths slightly exceed the standard, however, this may be allowed due to existing development patterns and the location of natural features. Criterion met.

3) *Easements.*

A. Utility lines. Easements for sewers, water mains, electric lines or other public utilities shall be dedicated wherever necessary. The easements shall be at least fourteen (14) feet wide and located adjacent to lot or parcel lines, except for easements adjacent to the right-of-way which may be reduced to six (6) feet in width.

Staff Finding: The utility plans include a 10' wide public utility easement (PUE) is proposed along the frontage of all lot lines however they do not extend the all the way around Tract E and Tract F.

Conclusion: This criterion can be met with a condition of approval extending the PUE.

Condition of Approval: The Final Plat for Phase 3 and Phase 5 shall continue the Public Utility Easement along all the roadway frontages of Tract E and Tract F.

B. Water courses. If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose in accordance with the adopted drainage plan. Streets or parkways parallel to the major water courses may be required.

Staff Finding: Utility Plan, Sheet C 2.3 and Grading Plan, Sheet C 3.2, show there is a drainage way that crosses New Hope Parkway and then crosses Tract A and Tract D. The drainage way includes an 18" culvert that drains to the property to the north. A minimum 14' wide drainage easement, centered on the 18" culvert, shall be included across Tract A and Tract D.

Conclusion: This criterion can be met with a condition of approval.

Conditions of Approval: The final plat must include a minimum 14' wide drainage easement, centered on the 18" culvert, across Tract A and Tract D.

C. Pedestrian and bicycle ways. When desirable for public convenience a pedestrian or bicycle way may be required to connect to a cul-de-sac or to pass through an unusually long or oddly-shaped block or otherwise provide appropriate circulation.

Staff Finding: Phase 2 includes a 50' wide joint access easement that abuts a 20' emergency vehicle access easement included in Phase 4. Staff finds that it will be desirable for pedestrian and bicycle access to be able to pass through this area. It is recommended that both easements be modified to include language allowing public ingress and egress for pedestrian access. Furthermore, Utility Plan Sheet C 2.0 shows the emergency access easement to be 20' compacted gravel. Staff recommends a 12' wide paved path to be centered within the easement, with bollards located at each end.

Conclusion: This condition can be met by adding a condition of approval to include a pedestrian and bicycle way across the emergency vehicle access easement in Phase 4 and the joint access easement in Phase 2.

Condition of Approval: The final plat must include language that shows the joint access easement in Phase 2 and the Emergency Access Easement in Phase 4 are also a public pedestrian and bicycle access easement.

Condition of Approval: A 12' wide paved pedestrian and bicycle path shall be constructed between lots 116 and 117, within the 20' emergency vehicle access easement in Phase 4. The path shall include bollards at each end.

Veneta Land Division Ordinance 494, Article 6 - Design Standards

Section 6.04 Building Sites.

1) Size and shape. The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall comply with the following standards:

A. Width. Minimum lot widths shall be as specified in the Land Development Ordinance.

Applicant's statement: A portion of lots in this tentative subdivision are less than the 60' minimum width. We are therefore following the guidance under VLDO No. 493 Section 4.03 section 5 (E) and providing public space so that these smaller lot widths are allowed.

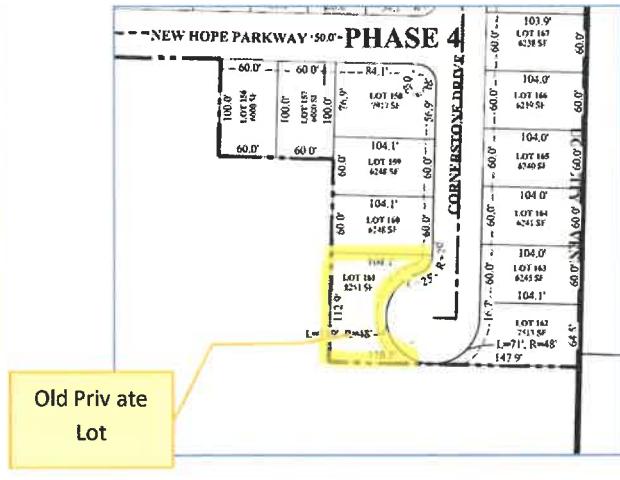
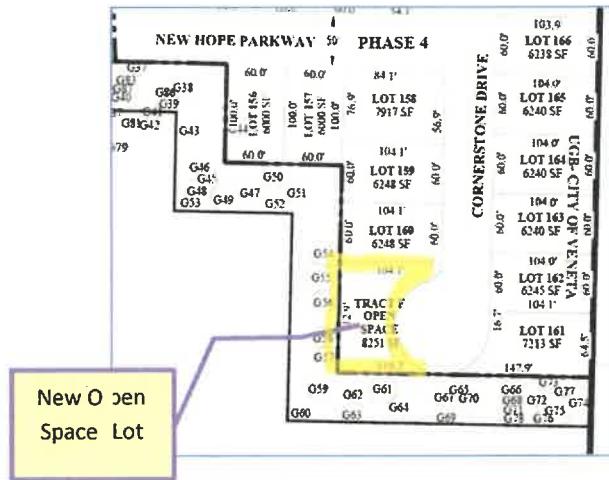
VLDO No. 493, Section 4.03 General Residential

(5) Lot size and Width. Except as provided in Articles 5, 6 and 8, the minimum lot size and width shall be as follows:

- A. For any housing type, the maximum density allowed per legal lot is one dwelling per 6,000 square feet (5,400 in the downtown area on the Comprehensive Plan map), two (2) dwellings per 7,500 square feet, plus 2,000 square feet for each additional dwelling unit.
- B. Lot sizes smaller than 6,000 square feet are allowed for single-family attached homes that do not exceed the overall net density allowed for multi-family housing. Lots for single-family attached homes do not need to meet the minimum lot width.
- C. The minimum lot width may be reduced to thirty (30) feet for single-family attached homes, provided that not more than four (4) dwellings are consecutively attached.
- D. The Planning Commission may require larger lot areas, at the time a land division is granted, when it determines that it is necessary to do one of the following:
 1. Protect natural drainage-ways
 2. Provide drainage or utility easements.
 3. Protect future right-of-way.
 4. Protect unbuildable steep slope areas above the 450-foot elevation level.
 5. Protect flood plain hazard areas.
- E. Smaller lots may be allowed if public space in addition to that required by section 5.26 Parkland Dedication Requirements, is dedicated or otherwise permanently preserved to protect natural resources or provide recreational opportunities. When the provisions of this section are utilized to develop smaller lots than would otherwise be allowed by the base zone, the following standards shall apply and shall supersede the standards for the base zone.
 1. In no case shall the gross density of the development exceed the maximum gross density of the site if it were developed with standard minimum lot sizes for the base zone, irrespective of wetland or Greenway areas.
 2. In no case will the minimum lot size be less than 70% of the minimum lot size for the base zone.
 3. Developments seeking to qualify for such a density bonus may be required to relocate structures currently within the Greenway subzone to less sensitive areas.
 4. Side yards shall be no less than 5 feet on a side.
 5. Front yard setbacks shall be no less than ten (10) feet, except garage and carport openings shall be setback at least twenty (20) feet.
 6. Exceptions to these setback requirements may be allowed when necessary to provide a larger buffer between waterways or other natural resources and development.

Applicant's Statement: Applicant made minor modifications to the subdivision lot layout to increase space for tree preservation as well.

See example below that illustrate changes:



This change provides an additional 8,251 SF space for tree root protection and preservation.

Staff Finding: VLDO No. 493, Section 4.03, section 5 (E) does allow for smaller minimum lot sizes and widths, IF there is additional public space dedication beyond what is required in VLDO No. 493, Section 5.26. The tentative plan shows two additional public space areas shown as Tract B (8238 sf) in Phase 4 and Tract F (8251 sf) in Phase 5, totaling 16,489 sf. This density bonus is allowed when additional public space dedication is used to protect natural resources or provide additional recreational opportunities. In this case, the applicant has not provided any statements indicating what natural resource is being protected or that additional recreational amenities are being provided in Tract B and mentions that additional tree protection is being provided by Tract F. Although, Tract F, is directly adjacent to the 10.27 acre Tract E that is already being dedicated as parks and open space primarily for wetland and tree preservation. Staff questions why Tract F is not included within Tract E other than to make it look like additional open space is being dedicated.

Staff finds that 95 lots out of 180, or 53%, of the proposed lots within the subdivision are less than the minimum 6,000 sf lot size. Phase 1 includes 8 out of 12 lots less than minimum, Phase 2 includes 6 out of 16 lots less than minimum, Phase 3 includes 38 out of 68 lots less than minimum, Phase 4 includes 34 out of 63 lots less than minimum and Phase 5 includes 9 out of 21 lots less than minimum lot size.

The gross density of the site would be 348 lots that are 6,000 sf each. The applicant is proposing 180 lots, therefore the maximum gross density is not exceeded. All of the proposed lots are greater than 70% minimum lot size (4200 sf). The subject property does not contain any structures within the greenway boundary that need to be relocated. All lots will be required to meet the standard structural setbacks for the GR zone.

Conclusion: The Planning Commission will have to determine if they feel there is enough value in protecting Tract B and Tract F (16,489 sf) for natural resources and recreational opportunity to allow 95 lots within the subdivision to obtain the density bonus. If the Planning Commission agrees with the applicant, no additional condition of approval will be required regarding lot size. If the Planning Commission does not agree with the applicant, then staff recommends a condition of approval requiring a new tentative plan to be submitted that shows all lots are greater than or equal to the minimum 6,000 sf lot size.

Optional Condition of Approval: Submit a revised tentative plan that shows all lots are greater than or equal to 6,000 sf in size.

Continuing with Veneta Land Division Ordinance 494, Article 6 - Design Standards

Section 6.04 Building Sites. (1) Size and shape

B. Depth. Each lot or parcel shall have an average depth between the front line and lot or parcel rear line of not less than 80 feet and not more than 2.5 times the average width between the side lines. Exceptions are allowed for lots designed for single-family attached dwellings and for lots that are currently non-conforming and will be brought closer to conformity.

Applicant's statement: None of the proposed lots will have an average depth less than 80 feet or more than 2.5 times the average width. See attached tentative subdivision plans for dimensional details.

Staff Finding: Staff concurs with applicant statement.

Conclusion: Criterion is met.

C. Area. Each lot or parcel shall comprise a minimum area as specified in the Land Development Ordinance.

Applicant's Statement: A minimum lot size of 6,000 square feet is required in the General Residential (GR) zone, per VLDO No. 493. However, a third of all proposed lots are less than this standard (5489 sq ft area minimum; see attached tentative subdivision plans for lot dimension details). We are therefore following the guidance under VLDO No. 493 Section 4.03 section 5 (E) and providing public space so that these smaller lots sizes are allowed.

Staff Finding: The subdivision tentative plan shows 95 lots out of 180, or 53% of the lots within the subdivision, are below the minimum area (6,000 sf) required by the GR zone. This issue was discussed in detail on the previous finding addressing the density bonus allowed in VLDO No. 493, Section 4.03 (5) Lot Size and Width.

Conclusion: If the Planning Commission agrees the density bonus in VLDO 493, Sec. 4.03(5) is met, then this criterion is also met. If the Planning Commission finds the density bonus is not met, then staff recommends a condition of approval requiring a new tentative plan to be submitted that shows all lots are greater than or equal to the minimum 6,000 sf lot size.

Optional Condition of Approval: Submit a revised tentative plan that shows all lots are greater than or equal to 6,000 sf in size.

D. In areas that will not be served by a public sewer minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.

Applicant's Statement: All proposed lots will be served by public sewer connected to Proposed Wastewater Pump Station depicted on engineering map, sheet C-2.3 where pressure system ends at Wastewater Maintenance Hole No.1 (WWMH#1) and gravity carries flows into public system.

Staff Finding: All lots within the subdivision will be served by public sewer. It should be noted that Phases 3, 4, and 5 will require the installation of a sewer pump station that is proposed to be located on Tract A, in Phase 3.

Conclusion: Criterion is met.

E. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission.

Applicant's Statement: This proposed tentative subdivision is intended for development of single-family detached housing. No commercial or industrial uses are proposed on this site, therefore this requirement is not applicable.

Staff Finding: This standard is not applicable. Staff Concurs with applicant's statement.

F. The minimum lot size for flag lots shall be calculated for the area exclusive of the portion of the lot that provides access.

Applicant's Statement: The flag lot area has been calculated exclusive of the portion of the lot that provides access as required and is greater than 6000 sqft. See tentative subdivision plans for areas.

Staff Finding: It appears that all flag lots are sized in accordance with this standard, however, the applicant has not provided a separate detail on this criterion.

Conclusion: This criterion can be met with a condition of approval.

Condition of Approval: Each flag lot must have at least 6,000 sf of area, not including the flag pole portion of the lot that provides access. Provide documentation, such as a separate table, that identifies all of the flag lots within the subdivision and indicates the total square footage of the lot, the square footage of the flag pole portion of the lot, and the difference between them.

Continuing with Veneta Land Division Ordinance 494, Article 6 - Design Standards

Section 6.04 Building Sites.

(2) Access. Each lot and parcel (except those in the GR and RC zones intended for single-family attached housing) shall abut upon a street other than an alley for a width of at least 50feet and 35feet for a cul-de-sac. Flag lots shall be allowed in accordance with Section 6.04(5) below. A shared access and maintenance agreement between all lots within a flag lot partition is required prior to the application for Final Plat.

Applicant's Statement: All lots (excluding the flag lot) will abut a public street for at least 50 ft. All lots abutting the cul-de-sac are at least 35 ft on the property. The flag lot will be addressed in Section 6.04(5).

Staff Finding: All lots within the subdivision are proposed for single-family housing. All of the lots, not including the flag lots, abut upon a street other than an alley for a width of at least fifty (50) feet or thirty-five (35) feet on a cul-de-sac, except for Lot 122. Lot 122 is located on a curve, so following the frontage standard for a cul-de-sac lot is appropriate.

The applicant is proposing to create ten (10) flag lots (i.e. proposed lots 13-18, lot 106 and lots 119-121) as depicted on the submitted Tentative Plan. Flag lots are allowed in accordance with VLDO 494, §6.04(5).

Conclusion: This criterion can be met with a condition of approval modifying Lot 122 to ensure that it has at least 35' of frontage on the public right-of-way.

Condition of Approval: Submit a revised tentative plan that shows Lot 122 has at least 35' of frontage on the roadway and that surrounding lots continue to meet the standards of VLDO 494, Sec. 6.04(2) and Sec. 604(5).

(3) Through lots and parcels. Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arteries or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet wide and across, to which there

shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

Applicant's Statement: There are no through lots in this subdivision. This requirement is not applicable.

Staff Finding: Staff Concurs with applicant's statement. This requirement is not applicable.

(4) Lot and parcel side lines. The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets and cul-de-sacs they shall be radial to the curve.

Applicant's Statement: All side lines run perpendicular to the streets upon which they face.

Staff Finding: All side lines run perpendicular to the streets upon which they face as much as is practicable. Lot 106 and lots 119-122 are not right angles to the street, however they are all flag lots or located on a curve.

Conclusion: Criterion is met.

5) Flag Lots.

A. The Building and Planning Official may approve a flag lot that creates three (3) lots or less in conformance with the subdivision or partition requirements in this ordinance. Partition or subdivision requirements apply unless a more specific flag lot provision conflicts. Flag lot development of a unit of land possessing any one of the following characteristics shall be referred to the Planning Commission:

- 1. The unit of land has sufficient area to create more than 3 lots.*
- 2. Site is traversed by a natural drainageways or has demonstrated drainage limitations as shown on the utility plans required in Section 6.03 (1) 4 of this ordinance. Demonstrated drainage limitations are site or development conditions that prevent the unrestricted flow of water from areas draining through the site or that do not allow the extension of the system to serve such area as per the City's Drainage Master Plan, or that prevent stormwater from being directed to storm sewers or to natural drainageways in accordance with the Land Division and Land Development Ordinances.*
- 3. Site includes Open Space and/or Greenway Areas designated on the Veneta Zoning Map as a Greenway subzone.*
- 4. Site has slopes of or greater than fifteen percent (see Section 5.25 of this Ordinance).*

5. Site is located in a Flood Hazard subzone.

6. Site includes significant wetland resources, or is located within 50 feet of a wetland resource identified as locally significant in the Veneta Local Wetlands Inventory.

Applicant's Statement: There is one (1) flag lot in this tentative subdivision application.

Staff Finding: The tentative subdivision plan map shows ten (10) flag lots (i.e. proposed lots 13-18, lot 106 and lots 119-121). The proposed subdivision will create 180 lots and is adjacent to the Fern Ridge Reservoir wetlands and floodplain area. The subject property does include some greenway area on it but does not include any steep slopes. The flood hazard area runs along the north property line. The development will impact a small amount of wetlands, although the design of the subdivision attempts to avoid the majority of the wetlands and protects them in Tract E that will be dedicated to the City. The Planning Commission will review this land use application following the Type III process in VLDO 493, Sec. 11.07.

Conclusion: Criterion met.

B. A flag lot is allowed only when the following requirements are met:

1. A unit of land cannot otherwise be divided in accordance with the provisions of the Land Development Ordinance and this ordinance.
2. Only one flag pole is proposed.
3. Minimum lot size and maximum lot coverage requirements of the zone can be met.

Applicant's statement: The flag lot in this tentative subdivision application meets these requirements.

Staff Finding: The applicant is proposing ten (10) flag lots as depicted on the submitted tentative plan. The proposal complies with all three (3) requirements listed under VLDO §6.04(5)(b)1.-3 per the following:

- Given the layout of the proposed streets the proposal complies with this standard. The use of flag lots is minimized and is only used to get into hard to reach areas.
- Only one shared flag pole is proposed between lots 13-18. The proposal includes private joint use access and utility easements as depicted on the tentative plan.

- All proposed flag lots will be required to meet minimum lot size (6,000 square feet) and maximum lot coverage (50%) requirements of the General Residential (GR) zone. The smallest flag lot proposed is lot 136 at 6238 sf. The largest flag lot proposed is lot 137 at 9793 sf.

Conclusion: Criterion met.

C. Flag lot access pole. The pole portion of the lot must meet the following standards:

1. The pole providing access to:

- a. A unit of land creating three (3) or less lots shall connect to a street and must be at least 20 feet wide for its entire length and have a paved surface of 12 feet, or 25 feet if the length from the centerline of the street right-of-way to the flag portion is more than 150 feet.*
- b. A parent parcel with the potential area to create more than three (3) lots shall connect to a street and must be at least 25 feet wide for its entire length with a paved surface of at least 18 feet.*

Applicant's statement: The proposed pole portion of the lot meets the above standards.

Staff Finding: The applicant is proposing ten (10) flag lots in three separate areas. The first area contains six lots (Lots 13-18) on a shared access easement. The shared flag pole has a cumulative width of 50' and will be constructed to neighborhood local street standards. The second area is a single stand-alone flag lot (Lot 106) to reach into the southwest corner of the subject property. The flagpole is on a curve and is 20' wide. The third area contains three flag lots (lots 1119-121) on a curve that contain 60.14' of frontage on the public right of way. None of the flagpoles are more than 150' in length. The flagpole for lot 121 is approximately 34.33' wide. The flagpole for lot 120 is approximately 13.07' wide. The flagpole for lot 119 is approximately 12.74' wide. It is unclear if Lots 119-120 will be sharing an access. However it seems unlikely that Lot 121 would share an access with them, so staff recommends viewing lot 121 as stand-alone flag lot that exceeds the minimum 20' width. Staff recommends Lots 119 and 120 be included within a 25' wide shared access easement or modified to each have a 20' wide flagpole.

Conclusion: Criterion can be met with the following condition of approval.

Condition of Approval: Submit a revised tentative plan map that shows Lots 119 and 120, each have a flag pole that is at least 20' wide or are included within a 25' wide shared access easement.

2. *The access pole shall be shared by all lots, including existing dwellings, unless the Planning Commission or Building and Planning Official find shared access impractical.*

3. *A shared access and maintenance agreement between all lots shall be in a form approved by the City Engineer and City Attorney and that protects interests of property owners and the city. The agreement shall be recorded prior to final plat.*

Applicant's statement: In each instance of shared panhandles, the access pole is shared by all lots. A shared access and maintenance agreement will be entered into at time of final plat.

Staff Finding: In instances of shared panhandle lots, a shared access and maintenance agreement between all lots shall be recorded prior to final plat.

Conclusion: Criterion met with the following condition of approval.

Condition of Approval: Prior to final plat approval, the applicant shall enter into and record a shared access and maintenance agreement between any flag lots that are proposed to be accessed via a shared access easement. The access and maintenance agreement are required to be approved by the City Engineer and City Attorney in accordance with VLDO 494, §6.04(5)(c)(3).

D. Minimum lot dimensions. No dimension of a flag lot may be less than the requirements of the zone, excepting the pole portion. All other lot dimension standards shall be met.

Applicant's statement: As previously addressed in this document, all lot dimensions of the flag lots, excepting the pole portions, meet the requirements of the zone.

Staff Finding: Staff concurs with applicant finding.

Conclusion: Criterion is met.

E. Flag lot development standards. The following standards apply to development on flag lots:

1. *Setbacks for panhandle lots shall be a minimum of 10 feet from all lot lines. Garages shall be set back a minimum of 20 feet from the front lot line abutting the pole.*

Applicant's statement: There is no development planned with this tentative subdivision application except for the creation of new lot lines.

Staff Finding: When building permits are submitted for review, all flag setbacks are required to be a minimum of 10-feet from all lot lines and garages shall be setback a minimum of twenty (20) feet from the front line abutting the pole in accordance with VLDO 494, §6.04(5)(E)(1).

Conclusion: Criterion met with the following condition of approval.

Condition of Approval: Prior to building permit approval for all flag lots (i.e. Lots 13-18, Lot 106, and Lots 119-121), setbacks shall be a minimum of 10-feet from all lot lines and garages shall be setback a minimum of twenty (20) feet from the front line abutting the pole in accordance with VLDO 494, §6.04(5)(E)(1).

VLDO 494, Section 6.09 - Stormwater Facilities

For all projects that create greater than or equal to 1000 square feet of new impervious surface, stormwater detention and treatment facilities shall be provided. Detention and treatment facilities shall be designed and sized according to the City of Portland Stormwater Management Manual, Revision #4, August 1, 2008 which is adopted as the City's Stormwater Management Manual. Where the manual and this section conflict, this section shall prevail. The intent of these requirements is as follows:

- 1) To maintain runoff peak flows at predevelopment levels.*
- 2) To provide treatment of runoff to limit the transport of pollutants to area waterways.*
- 3) To limit accumulation of ponded water by discouraging the use of detention ponds and other centralized stormwater facilities through the dispersal of small detention and treatment facilities throughout a development. Preference shall be given to detention and treatment systems designed to drain completely within 24 hours to limit standing water.*
- 4) To encourage the use of vegetated treatment systems over structural pollution control devices. Exceptions or alternatives to the requirements and standards of the Stormwater Management Manual may be allowed by the City Engineer based on specific site conditions provided that detention and treatment requirements are met in conformance with the intent as stated above. Applicants are encouraged to use either the Simplified Approach or Presumptive Approach to size facilities. The following storm data (Eugene Airport) shall be used in sizing facilities.*

Applicant's statement: Biofiltration/stormwater retention facilities are included in the engineering plans. Please see Pond #2, Pond #3, vegetated flow separators connected to piped stormwater system and stormwater notes on engineering plan sheet C-2.3 and related detail on sheet C-4.2.

Staff Finding: Stormwater runoff from development will be routed to three treatment/detention ponds along the north side of the project site. The ponds have been sized to detain post development runoff to pre-development peak rates in the 2-year through 25-year storm events. The ponds will also be equipped with swales to treat the drainage during the water quality storm event. The pond outlets will be directed north to Fern Ridge consistent with existing drainage

patterns. The proposed stormwater systems are consistent with Veneta's stormwater requirements. The proposed stormwater ponds are located in Phases 3 and 4 of the development. Construction of Phases 1 and 2 in advance of Phases 3 and 4 may require additional or temporary stormwater treatment systems to meet Veneta's stormwater ordinance. Additionally, it should be noted that ownership and primary maintenance of the stormwater facilities will be with the homeowners association and the City will only be responsible to maintain functionality only.

Conclusion: Criterion can be met with conditions of approval.

Condition of Approval: The public improvement plans for Phases 1 and 2 shall include stormwater treatment and detention systems in accordance with Veneta's stormwater ordinance to be approved by the City Engineer.

Condition of Approval: Prior to Final Plat approval for each phase, the applicant shall record a blanket public drainage easement, acceptable to the city attorney, over the stormwater pond facilities located within the phase. The easements shall also be illustrated on the Final Plats. The easements shall include provisions for City of Veneta staff and Oakley Estates homeowners to construct, maintain, and access the stormwater facility.

Condition of Approval: Prior to approval of the Final Plat for each phase, and prior to acceptance of the Public Improvements for each phase, the applicant shall execute and record stormwater agreements for maintenance of all stormwater swales and detention ponds within the phase. The stormwater agreements shall provide for City maintenance of the ponds and open drainages for functionality only. The Oakley Estates Homeowners' Association will be responsible for performing all other maintenance.

Veneta Land Division Ordinance 494, Article 7 - Improvement Requirements

Section 7.01 - Improvement Procedures

In addition to other requirements, improvements installed by a land divider either as a requirement of these regulations or at his/her own option shall conform to the requirements of this ordinance and all improvement standards and specifications of the City, and shall be installed in accordance with the following procedure:

- 1) Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the plans shall be required before approval of the tentative plan of a subdivision or partition.*

Staff Finding: Consistent with Section 7.01 improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. The applicant has submitted the necessary preliminary public improvement plans sufficient to find approval standards and improvement standards can be feasibly met. This will be a condition of approval.

Condition of Approval: Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City.

2) Improvement work shall not commence until five (5) days after the City is notified or one (1) day if a change is made during the course of construction. If work is discontinued for any reason, it shall not be resumed until after the City is notified.

Staff Finding: Consistent with the improvement provisions of Section 7.01, improvement work shall not commence until five days after the City is notified or one day if a change is made during the course of construction. If work is discontinued for any reason, it shall not be resumed until after the City is notified.

Condition of Approval: Improvement work shall not commence until five (5) days after the City is notified or one (1) day if a change is made during the course of construction. If work is discontinued for any reason, it shall not be resumed until after the City is notified.

3) Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

Staff Finding: Consistent with the provisions of Section 7.01, Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

Condition of Approval: Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

4) Underground utilities, sanitary sewers, water lines and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.

Staff Finding: Consistent with the provisions of Section 7.01, all utilities installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.

Condition of Approval: Underground utilities, sanitary sewers, water lines and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.

5) *A map showing public improvements as built shall be filed with the City upon completion of the improvements within 60 days.*

Staff Finding: A map showing public improvements as built shall be filed with the City upon completion of the improvements within 60 days.

Condition of Approval: A map showing public improvements as built shall be filed with the City upon completion of the improvements within 60 days.

Conclusion: As described in the staff findings above and proposed conditions of approval, the standards of Section 7.01 are met or can be conditionally met.

Section 7.02 – Specifications for Improvements

All improvements shall comply with the Public Improvement Specifications of Veneta Municipal Code Chapter 13.30 in addition to the standards of this ordinance. If the City does not have adopted design standards or specifications, the developer shall submit proposed improvement standards and specifications to the City for approval.

Staff Finding: All public improvements must be installed in accordance with the City of Veneta Municipal Code Chapter 13.30 unless otherwise modified by the City Engineer and/or Public Works Director.

Condition of Approval: All public improvements must be installed in accordance with the City of Veneta Municipal Code Chapter 13.30 unless otherwise modified by the City Engineer and/or Public Works Director.

Section 7.03 -Improvements in Subdivisions

The following improvements shall be installed at the expense of the sub-divider at the time of subdivision or as agreed upon as provided in Section 7.05. All improvements shall comply with the construction permit requirements of Veneta Municipal Code Chapter 12.05.

1) *Streets. Public Streets, including alleys, within the subdivisions and public streets adjacent but only partially within the subdivision shall be improved. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be re-established and protected as provided in ORS Chapter 92. Traffic impacts to facilities as identified in the TIA and supported by the City's consulting engineer, shall be mitigated by the developer as part of the public improvements of the Site Plan, Subdivision or PUD.*

Applicant's statement: All the above have been considered and/or are included in the tentative proposal. See attached tentative subdivision plans. The subdivider understands that these improvements come at their expense.

Staff Finding: The configuration and size of all public improvements (including streets, storm, sanitary sewer, water, sidewalks, bicycle routes, street name signs, other utilities) shall be subject to approval by the City Engineer upon review of design and supporting analysis of the public improvement plans prepared by the applicant's engineer.

This subdivision also includes a private shared access and utility easement over Lots 13-20. This shared access will be constructed to a neighborhood local street standard but will not be dedicated to the City and therefore will not be maintained by the City.

Additionally, in order to meet fire access standards for developments greater than 30 lots, the applicant will be required to install offsite improvements on New Hope Parkway. As discussed in previous findings, the development of phase 3 will include construction to full standard of New Hope Parkway to its intersection with Jeans Road.

Furthermore, the Transportation Impact Analysis (TIA) Tech Memo, prepared by Sandow Engineering and dated March 3, 2023, makes transportation mitigation recommendations in order to meet the Transportation Planning Rules (TPR) found in Oregon Administrative Rules Chapter 660, Division 12. Specifically, the intersection of Jeans Road and Territorial Road has been identified as not meeting Lane County operational standards under the existing conditions during the AM and PM peak hours. Without some type of improvements, new vehicle trips coming from the proposed subdivision would further degrade the function of the intersection which is not allowed by the TPR.

The applicant proposes an offsite transportation mitigation solution in order to address the function of the Jeans Road and Territorial Road intersection. The TIA identifies the long-term solution is to develop a new intersection to the north, as shown in the Veneta Transportation System Plan. In order to move forward prior to the development of the new intersection, the TIA proposes an interim improvement option to help the intersection function better. Specifically, the TIA recommends the following interim improvements:

1. Remove the Northbound left turn movement into the shopping center.
2. Replace the left turn movement with a concrete median.
3. Install (RRFB) rectangular rapid flashing beacon pedestrian crossing across the south leg of Territorial Rd utilizing the median as a pedestrian refuge.

The final engineering design of the traffic control median and pedestrian crossing will have to be approved by Lane County Transportation Planning through the approval of a County facility permit. Lane County will also continue monitoring the intersection and may require modifications in the future if needed to address operational and safety issues. All costs associated with the onsite and offsite transportation improvements will be at the expense of the sub-divider.

Conclusion: This criterion can be met with conditions of approval addressing public improvement requirements being approved by the City Engineer and Lane County as well as clarifying that offsite improvements are also necessary.

Condition of Approval: The public improvement plans for Phase 3 shall include full street improvements for New Hope Lane between Todd Way and Jeans Road. The improvements shall be consistent with Veneta's local road section standard including sidewalks.

Condition of Approval: Prior to final plat, the applicant will be required to obtain a Lane County Facility Permit for the required transportation mitigation improvements at the Jeans Road and Territorial Road intersection.

Condition of Approval: Prior to final plat, all improvements associated with the Lane County Facility Permit shall be substantially complete.

2) Surface drainage and storm sewer system. Drainage facilities shall be provided within the subdivision and to connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Detention and treatment within the subdivision shall be designed and sized according to the adopted City of Portland Stormwater Management Manual, Revision #4, August 1, 2008 and shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such area as per adopted Drainage Plan. This plan shall be approved by the City Engineer.

Staff Finding: The applicant has submitted a stormwater drainage plan and is providing drainage facilities within the subdivision. The proposed stormwater drainage facilities have been appropriately designed and sized in accordance with the City of Portland Stormwater Management Manual, Revision #4, August 1, 2008. Final detail of the stormwater facilities will be reviewed and approved by the City Engineer, as appropriate and as previously discussed in VLDO 494, Sec. 6.09.

3) Sanitary Sewers. Sanitary sewers shall be installed to serve the subdivision and to connect the subdivision Veneta Land Division Ordinance No. 494 Page 31 to existing mains and shall take into account the capacity and grade to allow for desirable extension beyond the subdivision. In the event it is impractical to connect the subdivision to the City sewer system, the Planning Commission may authorize the use of septic tanks if lot areas are adequate considering the physical characteristics of the area. If sewer facilities will, without further sewer construction, directly serve property outside the subdivision, and the area outside the subdivision to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the City Council may construct as an assessment project with such arrangements as are desirable with the sub-divider to assure financing his share of the construction. If the City Council chooses not to construct the project as an assessment project the sub-divider shall be solely responsible for the cost of improvements in accordance with City approved plans.

Staff Finding: A complete sanitary sewer line system will be constructed as part of the public improvements for the proposed subdivision. The applicant has submitted a preliminary utility improvement plan. The development will connect to the public gravity sewer at Hope Lane, just south of Todd Way. This is an acceptable connection point. Existing topography only allows Phases 1 and 2 to gravity drain to the existing pipe. Phases 3, 4, and 5 of the development will be served by a proposed pump station located on Tract A. A public gravity piping system will be installed with Phases 3 and 4 that will direct flow to the pump station. The pump station will then pump the effluent through a pressure pipe extended to Phase 2 (limits of the gravity service to the existing system. Additionally, the proposed wastewater pipe in New Hope Parkway is shown to terminate north of Todd Way. The wastewater piping should be extended to Todd Way and then west along Todd Way to provide sewer service to the western boundary of Phase 3. All public improvement plans will be reviewed and approved by the City Engineer.

Condition of Approval: The public improvement plans for Phase 3 shall include a public wastewater pipe in New Hope Parkway that extends south to Todd Way, then west in Todd Way to serve the Phase 3 lots fronting Todd Way.

4) Water system. Water lines and fire hydrants serving each building site in the subdivision and connecting the subdivision to existing mains shall be installed to the standards of the City, taking into account provisions for extension beyond the subdivision.

Staff Finding: For water service the applicant is proposing to connect to the existing water pipe at the Jeans Road/Hope Lane intersection. From this point a 10-inch pipe will be extended north to serve the development. Looped or redundant water supply within public rights-of-way is common practice to minimize water service disruption during maintenance operations and assist with equalizing pressures and capacity in the area. A second connection to the existing water pipe in Jeans Road is available via New Hope Parkway, and is needed to maintain a looped system.

Condition of Approval: The public improvement plans for Phase 3 shall include a public water main in New Hope Parkway south of Todd Lane that connects to the existing public water pipe.

Condition of Approval: Water meters shall be located behind the sidewalks in the public utility easement.

(5) Sidewalks. Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision at the time a building permit is issued, except that in the case of arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available; and provided further, that in the case of streets serving residential areas having single-family dwellings located on lots equivalent to two and one-half or less dwellings per gross acres, the requirement of sidewalks shall not apply, provided there is no evidence of special pedestrian activity along the streets.

Staff Finding: The applicant is proposing sidewalks and planting strips with street trees along all proposed public street extensions. The applicant is proposing 5' wide sidewalks along both sides of all public and private streets. Sidewalks are required to be installed at the time of final occupancy with building permit and must be ADA compliant.

All ADA curbs return ramps shall be installed as part of the public improvements for each phase, in accordance with VLDO 494, §7.03(5) - Sidewalks. Prior to Certificate of Occupancy for each lot, the applicant shall construct and install all required sidewalks in accordance with VLDO 494, §7.03(5) - Sidewalks.

Conclusion: Criteria met with the following conditions of approval.

Condition of Approval: Prior to final plat approval, all ADA curbs return ramps shall be installed as part of the public improvements for each phase, in accordance with VLDO 494, §7.03(5) - Sidewalks.

Condition of Approval: Prior to certificate of occupancy for each lot, the applicant shall construct and install all required sidewalks in accordance with VLDO 494, §7.03(5) - Sidewalks.

(6) Bicycle routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths.

Staff Finding: Bicycle routes with separate bike lanes are not proposed or necessary for the proposed subdivisions. Criterion not applicable. It should be noted that a pedestrian and bicycle path has been required pursuant to VLDO 494, 6.03(3)(c).

(7) Street name signs. Street name signs shall be installed at all street intersections to approved City standards.

Staff Finding: Street name signs will be installed at all street intersections to approved City standards as part of the public improvement process. The proposed street name "Cornerstone Drive" will need to be replaced with a new street name subject to review and approval by the Lane County Street Naming Committee. Street name signs shall be in place before the issuance of Certificates of Occupancy for any dwelling in which access is taken from a proposed street within the subdivision.

Condition of Approval: Prior to final plat, submit evidence that a new street name has been approved by the Lane County Street Naming Committee to replace Cornerstone Drive.

Condition of Approval: Street name signs shall be in place before the issuance of Certificates of Occupancy for any dwelling in which access is taken from a proposed street within the subdivision.

(8) Streetlights. Street lights shall be installed in conformance with Veneta Municipal Code Chapter 15.15 and shall be served from an underground source of supply.

Staff Finding: The location of each proposed street light is indicated on the utility plans and will be finalized with the review of the public improvement plans by the City Engineer. Streetlights shall be installed at the applicant's expense and in place and functional before Final Plat approval of each phase.

Condition of Approval: Prior to Certificates of Occupancy for any lot associated in the present Phase of development, street lights shall be installed at the applicant's expense or appropriately included in the Bond and outlined in the Improvements Agreement.

(9) Other. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

Staff Finding: The developer will be required to ensure that underground power, phone, cable TV, data/communication, and fiber conduit are installed within the subdivision. Reference typical joint trench details located on Sheet C 4.0 of the utility plans.

Condition of Approval: Prior to Certificates of Occupancy for any lot associated in the present Phase of development within the subdivision, underground conduit shall be installed for power/data/communications/cable TV. The details of the type and location of conduit and junction boxes shall be included on the public improvement plans reviewed and approved by the City Engineer and Public Works Director.

Veneta Land Development Ordinance 493, Article 5 - Supplementary Provisions
Section 5.02 – Access

All lots shall be provided with access according to the standards of Article 6 of the Veneta Land Division Ordinance 494, specifically, Section 6.04(2) - Access.

Staff Finding: Each lot is proposed to abut a public street other than an alley for a width of at least 50-feet and proposed flag lots conform with the development standards of VLDO, § 6.04(5). A shared access and utility agreement between Lots 13-20 within a flag lot division is required prior to the application for final plat, as conditioned previously.

Conclusion: As seen on tentative subdivision plat, all lots have access onto a right-of-way. Criterion met.

Veneta Land Development Ordinance 493, Article 5 - Supplementary Provisions
Section 5.03 - Clear Vision Areas

In all zones except the BC zone a clear vision area shall be maintained on the corners of all property at the intersections of two (2) streets, a street-alley or street-railroad.

(1) Corner lots shall maintain a triangular area at street intersections, railroad- street intersections alley-street intersections, and panhandle-street intersections for safety vision purposes. Two (2) sides of the triangular area shall be exterior property lines, 20-feet in length at street intersections and fifteen (15) feet leg lengths at alley-street intersections and panhandle-street intersections. When the angle of the portion of the intersection between streets is less than 30 degrees, the visual distance shall be 20 feet along the property line from the point of intersection. The third side of the triangle shall be an interior line connecting the two (2) exterior sides.

Figure 5.03(a)

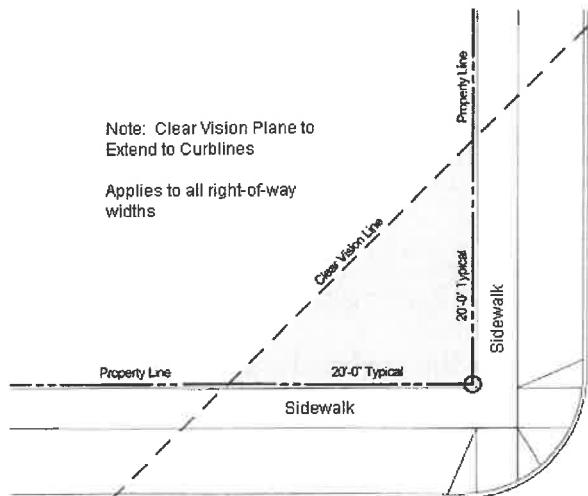
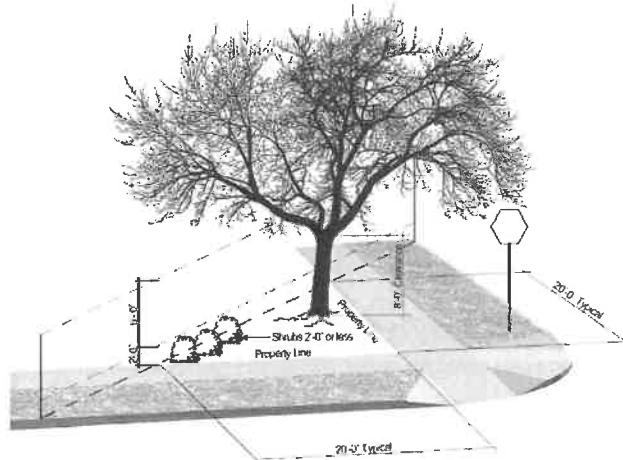


Figure 5.03(b)



Staff Finding: A development agreement to be recorded at the applicant's expense, for all corner lots stating that: Clear vision areas including those shown on the tentative plans and a triangle with 20-feet sides on all corner lots shall be permanently maintained and fifteen (15) feet leg lengths at all panhandle -street intersections. These areas shall contain no plantings, driveways, fences, walls, structures or temporary or permanent

obstructions exceeding 2-1/2 feet in height, measured from the top of the curb or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of eight (8) feet above grade in accordance with VLDO 493, §5.03 - Clear Vision Areas.

Conclusion: Criterion conditionally met.

Condition of Approval: Prior to construction on the site, the applicant shall submit a development agreement to be recorded at the applicant's expense, for all corner lots stating that: Clear vision areas including those shown on the tentative plans and a triangle with 20-feet sides on all corner lots shall be permanently maintained and fifteen (15) feet leg lengths at all panhandle -street intersections. These areas shall contain no plantings, driveways, fences, walls, structures or temporary or permanent obstructions exceeding 2-1/2 feet in height, measured from the top of the curb or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of eight (8) feet above grade in accordance with VLDO §5.03 - Clear Vision Areas.

2) A clear vision area shall contain no plantings, driveways, fences, walls, structures or temporary or permanent obstruction exceeding 2 1/2 feet in height, measured from the top of the curb or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of eight (8) feet above grade. See Figure 5.03(b).

Staff Finding: The proposal includes several lots which contain clear vision areas that are required to not contain plantings, driveways, fences, walls, structures or temporary or permanent obstruction exceeding 2 1/2 feet in height, measured from the top of the curb or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of eight (8) feet above grade. See Figure 5.03(b).

Conclusion: Criterion conditionally met.

Condition of Approval: Prior to issuance of building permits, the applicant shall submit and receive approval of a Final Landscape Plan depicting street tree locations, planting details for planter strips including street tree size, species, and location, irrigation and street tree locations shall not interfere with public utilities or sight distances (clear vision areas) in accordance with VLDO 493, §5.03(2) - Clear Vision Areas.

Veneta Land Development Ordinance 493, Article 5 - Supplementary Provisions

Section 5.23 - Transit Facilities

Table 5.23(a) below shows the transit amenities that may be required. Determination of specific requirements will be made on a case by case basis for each development by weighing the following factors in consultation with the Lane Transit District:

- Expected transit ridership generated by development
- Level of existing or planned service adjacent to development
(Planned service is defined as service which will be established within five years after the completion of the development.)
- Location of existing transit facilities
- Proximity to other transit ridership generators

Table 5.23(a) Transit Facility Requirements

<i>Number of Average Peak Hour Traffic Trips</i>	<i>Amenities Which May Be Required</i>
<i>Residential</i>	
<i>Developments with less than 9 dwelling units per gross acre that generate 25 to 49 trips</i>	<i>Concrete boarding pad for bus stop, lighting, bench</i>
<i>Developments with 9 or more dwelling units per gross acre that generate 25 to 49 trips</i>	<i>Shelter, concrete boarding pad, lighting</i>
<i>Developments that generate 50 to 99 trips</i>	<i>Shelter, concrete boarding pad, lighting</i>
<i>100- 199 trips</i>	<i>Shelter, concrete boarding pad, lighting, bus turnout</i>
<i>200 or more trips</i>	<i>Shelter, concrete boarding pad, lighting, bus turnout, on-site circulation</i>

Staff Finding: Lane Transit District (LTD) has reviewed the proposal and stated "This does not affect us". LTD will not be adding a transit facility.

Conclusion: Staff find this criterion not applicable as LTD will not be adding a transit facility as a result of the subdivision.

Veneta Land Development Ordinance 493, Article 5 – Supplementary Provisions

Section 5.24 - Access Management

1) Residential driveways shall be located to optimize intersection operation and where possible, to access off the street with the lowest functional classification.

For example, if a house is located on the corner of a local street and a minor collector, the driveway shall access from the local street as long as it can be located a sufficient distance from the intersection.

2) Properties that only front on collector or arterial streets are encouraged to share an access with neighboring properties. The decision making body may require a combined access for two or more developments, and shared driveways between developments, including land divisions, where access spacing standards cannot otherwise be met.

Staff Finding: Hope Lane is designated as a minor collector in the Veneta Transportation System Plan. All other streets are considered neighborhood local streets. At time of building permit approval for each individual lot, the applicant will be required to provide residential driveways that conform to Veneta Land Development Ordinance 493, Section 5.24(1) & (2) - Access Management.

Conclusion: This standard will be reviewed at time of building permit submittal for each individual lot. Criterion met with the following condition of approval.

Condition of Approval: Prior to issuance of building permits for corner lots with frontage on Hope Lane, site plans shall show the driveway to be located off the street with the lowest functional classification in accordance with VLDO 493, Sec. 5.24.

Veneta Land Development Ordinance 493, Article 5.

Section 5.25 - Development on Slopes of or over fifteen percent

In addition to other review processes and standards required in other sections of this ordinance, the following process and standards shall apply to all land developments and land divisions on land where the slope meets or exceeds fifteen percent:

1) A site shall be deemed to meet the 15% slope criteria if the average slope across the site in any direction meets or exceeds a 15 foot rise in every 100 feet. Isolated areas on the site may exceed the 15% limit and not require the additional review process itemized below providing the entire site is below the 15% threshold.

Staff Finding: Not applicable. There are no slopes greater than 15% on the subject property.

Conclusion: Criterion is met.

Veneta Land Development Ordinance 493, Article 5 -Supplementary Provisions

5.26 Parkland Dedication Requirements

1) INTENT.

The availability of parkland and open space is a critical element in maintaining and improving the quality of life in Veneta. Land that features trees, grass and vegetation provides not only an

aesthetically pleasing landscape but also buffers incompatible uses, and preserves sensitive environmental features and important resources. Parks and open space, together with support facilities, also help to meet the active and passive recreational needs of the population of Veneta. This chapter implements Goals and Policies of Chapter III(H) of the Comprehensive Plan and the Parks Master Plan by outlining requirements for dedication of parks and open space in the City of Veneta.

2) MINIMUM PARKLAND DEDICATION REQUIREMENTS.

New residential subdivisions, planned developments (including plans implementing the Specific Development Plan (SDP) subzone), multifamily or manufactured home park developments shall be required to provide parkland to serve existing and future residents of those developments. Multi-family developments which provide some "congregate" services and/or facilities, such as group transportation, dining halls, emergency monitoring systems, etc., but which have individual dwelling units rather than sleeping quarters only, are considered to be multifamily developments for the purpose of parkland dedication. Licensed adult congregate living facilities, nursing homes, and all other similar facilities which provide their clients with individual beds and sleeping quarters, but in which all other care and services are communal and provided by facility employees, are specifically exempt from parkland dedication requirements.

A. The required parkland shall be dedicated as a condition of approval for the following:

- 1. Tentative plat for a subdivision or partition;**

Staff Finding: The parkland dedication requirements of Section 5.26 are applicable to the proposed subdivision.

B. Calculation of Required Dedication. The required parkland acreage to be dedicated is based on a calculation of the following formula rounded to the nearest 1/100 (0.01) of an acre:

Required parkland dedication (acres) = (proposed units) x (persons/unit) x 0.00645 (per person park land dedication factor)

1. Population Formula: The following table shall be used to determine the number of persons per unit to be used in calculating required parkland dedication:

<u>Type of Unit</u>	<u>Total Persons per Unit</u>
Single family residential	2.5
Standard multi-family unit	2.4
Manufactured dwelling park	2.06
Congregate multi-family unit	1.5

*Data source: US Census Bureau, 2015-2019
American Community Survey 5-Year Estimates,
Tables B25024 and B25033 (residents per dwelling unit)*

2. Persons per unit, age distribution, and local conditions change with time. The specific formula for the dedication of land will, therefore, be subject to periodic review and amendment.

3. Per Person Parkland Dedication Factor: The total parkland dedication requirement shall be 0.00645 based on the adopted standard of acres of land per thousand of ultimate population according to the Veneta Parks, Recreation, and Open-Space Master Plan. This standard represents the citywide land-to-population ratio for city parks, and may be adjusted periodically through amendments to the Parks Master Plan.

Staff Finding: The applicant is required to dedicate to parks the following amount of land:

$$\begin{aligned} 180 \text{ lots (2.5 persons per unit)} &= 450 \text{ people} \\ 450 \text{ people (.00645 parkland dedication factor)} &= 2.9 \text{ acres} \end{aligned}$$

The tentative plan identifies Tract E, 10.27 acres to be dedicated to the City for parks. 4.21 acres of greenway, 1.15 acres of wetlands, and 4.91 acres of upland.

Conclusion: Criterion met.

3) MINIMUM PARK LAND STANDARDS.

Land required or proposed for parkland dedication shall be contained within a continuous unit and must be suitable for active use as a neighborhood or mini-park.

Exceptions to any or all of the following standards may be allowed if the Planning Commission determines that the proposed dedication fulfills the purpose of this section. The location of any dedicated parkland shall be approved by the planning commission.

- A. Homes must front on the parkland as shown in the example below:
- B. The required dedication shall be contained as a contiguous unit and not separated into pieces or divided by roadways.
- C. The parkland must be able to accommodate play structures, play fields, picnic areas, or other active park use facilities. The average slope of the active use parkland shall not exceed 15%.
- D. Wetlands, and lands overlain by the Greenway Open-Space subzone may be included in dedicated tracts, but do not count towards the total lands required for dedication by this section.
- E. Any retaining wall constructed at the perimeter of the park adjacent to a public right-of-way or alley shall not exceed 4 feet in height.
- F. Once dedicated, the City will assume maintenance responsibility for the neighborhood or mini parkland.

Staff Finding: Staff finds the north end of the park is adjacent to residential lots, as shown in the example. The west side of the park is adjacent to the New Hope Parkway and provides public access. The south and east side of the park are adjacent to private property outside of the subdivision. The park is one contiguous unit of land and does not contain any steep slopes greater than 15%. Tract E contains 4.21 acres of greenway, 1.15 acres of wetland and 4.91 acres of upland for a total of 10.27 acres. If retaining walls are needed they will be required to meet the 4' maximum height restriction. Once the parkland is dedicated to the City it will become a City park maintained by Veneta Public Works.

4) DEDICATION PROCEDURES. Lands required for dedication by this section shall be dedicated at the time of Final Plat. Dedication of land in conjunction with multi-family development shall be required prior to issuance of permits and commencement of construction.

- A. *Prior to acceptance of required parkland dedications, the applicant/developer shall complete the following items for all proposed dedication areas:*
 1. *The developer shall clear, fill, and/or grade all land to the satisfaction of the City, install sidewalks on the park land adjacent to any street, and seed the park land; and*

- B. *Additional Requirements*
 1. *In addition to a formal dedication on the plat to be recorded, the sub-divider shall convey the required lands to the city by general warranty deed. The developer of a multi-family development or manufactured home park shall deed the lands required to be dedicated by a general warranty deed. In any of the above situations, the land so dedicated and deeded shall not be subject to any reservations of record, encumbrances of any kind or easements which, in the opinion of the Planning Official, will interfere with the use of the land for park, open space or recreational purposes.*
 2. *The sub-divider or developer shall be required to present to the City a title insurance policy on the subject property ensuring the marketable state of the title.*
 3. *Where any reservations, encumbrances or easements exist, the City may require payment in lieu of the dedication of lands unless it chooses to accept the land subject to encumbrances.*
 4. *Phased Developments. In a phased development, the required park land for the entire development shall be dedicated prior to approval of the final plat for the first phase. Improvements to the land as required by Veneta Land Division Ordinance Article 6 shall be made prior to approval of the final plat for the phase that includes the park land.*

Staff Finding: Tract E will be dedicated to the City as parkland with the final plat of phase 1 of the Oakley Estates subdivision. At that time, a general warranty deed will also be required to formally convey the land to the City. Any encumbrances will be reviewed by the City prior to acceptance of the property. The land so dedicated and deeded shall not be subject to any reservations of record, encumbrances of any kind or easements which, in the opinion of the Planning Official, will interfere with the use of the land for park, open space or recreational purposes. Any improvements to the Tract E parkland will be required prior to the approval of the phase 3 final plat.

Condition of Approval: The final plat for phase 1 shall include the dedication of Tract E to the City of Veneta for parkland purposes.

Condition of Approval: Prior to final plat for phase 1, a general warranty deed conveying Tract E to the city is required. The land so dedicated and deeded shall not be subject to any reservations of record, encumbrances of any kind or easements which, in the opinion of the Planning Official, will interfere with the use of the land for park, open space or recreational purposes.

Veneta Land Development Ordinance 493, Article 5 -Supplementary Provisions

Section 5.27 - Traffic Impact Analysis and Mitigation

- 1) A *Traffic Impact Analysis (TIA) and review is required when one of the following conditions exists:*
 - A. *The development will generate more than 100 vehicle trips during the a.m. or p.m. peak hour as determined by using the most recent edition of the Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the peak hour trips shall be calculated based on the likely development that will occur on all lots resulting from the land division.*
 - B. *The proposal is immediately adjacent to an intersection that is functioning at a level of service below LOS D, the City's minimum acceptable operating condition during the weekday peak hour.*
 - C. *The Traffic Impact Analysis is required by the State or County due to increased traffic on a State or County road within the City's Urban Growth Boundary.*
 - D. *The proposed use is expected to generate or receive traffic by vehicles exceeding 26,000 pounds gross vehicle weight as part of daily operations. "Daily operations" includes, but is not limited to, delivery to or from the site of materials or products processed, sold, or distributed by the business occupying the site. Trips associated with routine services provided to the site by others, such as mail delivery, garbage pickup, or bus service, are exempt from this provision.*
 - E. *An access driveway that does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard.*
 - F. *An access driveway that does not meet the access spacing standard of the roadway on which the driveway is located.*
 - G. *A change in internal traffic patterns that may cause safety problems, such as back-up onto public streets or traffic conflicts in the approach area.*

Staff Finding: City TIA requirements were triggered because the development does generate more than 100 vehicle trips during the a.m. or p.m. peak hours. Additionally, the development is near an intersection functioning below LOS D and the TIA is required due to increased traffic on a County Road inside the urban growth boundary.

- 2) *Review Procedure. Any application for a planned development, subdivision, site plan, or specific development plan which shows that increased traffic meeting one of the applicability conditions a) through g) above shall be accompanied by a Traffic Impact Analysis. Traffic Impact Analysis shall be reviewed by the City Engineer, or a professional engineer chosen by the City, prior to approval of the site plan review, subdivision, PD, or SDP. This review is part of the "Technical Review" costs incurred by the developer.*
- 3) *Mitigation Required. Traffic impacts to facilities as identified in the TIA and supported by the City's Traffic Engineer shall be mitigated by the developer as part of the improvements for the Site Plan, Subdivision, Planned Development (PD), or Specific Development Plan (SDP). Mitigation measures shall be recommended where study intersections fail to meet minimum level of service standards provided in the Veneta Transportation System Plan. Mitigation measures may be a condition of approval.*

Staff Finding: The applicant submitted a Transportation Impact Analysis (TIA) and several follow up Tech Memos, completed by a registered professional engineer, from Sandow Engineering. These transportation documents were dated, June 6, 2022 and updated September 23, 2022 as well as a Tech Memos dated September 23, 2022, December 7, 2022, and March 3, 2023. All of the TIA information was also reviewed by the City Engineer, Lane County and ODOT. The final outcome of the studies determined that an offsite transportation mitigation solution was necessary in order to not further degrade the function of the Jeans Road and Territorial Road intersection.

The proposed mitigation solution for the Jeans Road and Territorial Road intersection was to remove the northbound left turn movement into the shopping center and replace the left turn lane with a median and a pedestrian crossing refuge that includes a (RRFB) flashing light beacon. The submitted TIA shows that with the removal of the northbound left turn lane, the intersection function should improve. It should be noted however, there is some concern from the County and ODOT that drivers will ignore the "No Left Turn" sign and continue to turn left into the shopping center from the northbound through lane. Lane County will continue to monitor the operation and safety of the intersection and may require in the future additional traffic control changes to the intersection to address safety issues.

Other intersections reviewed by the TIA include the following:

- Territorial Rd at Hwy 126
- Hwy 126 at Cornerstone Dr
- Hwy 126 at Hope Ln
- Jeans Rd at Hope Ln
- Jeans Rd at Todd Wy
- Hwy 126 at Huston Rd

The minimum Level of Service (LOS) standard for the City of Veneta is LOS D. None of the other intersections that were studied required additional transportation mitigation solutions and continued to function at LOS D or above.

Conclusion: A TIA was triggered due to increased traffic on a County road within the City's Urban Growth Boundary. The Transportation Impact Analysis (TIA) Tech Memo, prepared by Sandow Engineering and dated March 3, 2023, makes transportation mitigation recommendations in order to meet the Transportation Planning Rules (TPR) found in Oregon Administrative Rules Chapter 660, Division 12. Specifically, the intersection of Jeans Road and Territorial Road has been identified as not meeting Lane County operational standards under the existing conditions during the AM and PM peak hours. Without some type of improvements, new vehicle trips coming from the proposed subdivision would further degrade the function of the intersection which is not allowed by the TPR.

The applicant proposes an offsite transportation mitigation solution in order to address the function of the Jeans Road and Territorial Road intersection. The TIA identifies the long-term solution is to develop a new intersection to the north, as shown in the Veneta Transportation System Plan. In order to move forward prior to the development of the new intersection, the TIA proposes an interim improvement option to help the intersection function better. Specifically, the TIA recommends the following interim improvements:

1. Remove the Northbound left turn movement into the shopping center.
2. Replace the left turn movement with a concrete median.
3. Install (RRFB) rectangular rapid flashing beacon pedestrian crossing across the south leg of Territorial Rd utilizing the median as a pedestrian refuge.

The final engineering design of the traffic control median and pedestrian crossing will have to be approved by Lane County Transportation Planning through the approval of a County facility permit. Lane County will also continue monitoring the intersection and may require modifications in the future if needed to address operational and safety issues. All costs associated with the onsite and offsite transportation improvements will be at the expense of the sub-divider.

This criterion can be met with conditions of approval addressing off site public improvement requirements being approved by the City Engineer and Lane County in accordance with the proposed transportation mitigation improvements for the Jeans Rd and Territorial Rd intersection.

Condition of Approval: Prior to final plat, the applicant will be required to obtain a Lane County Facility Permit for the required transportation mitigation improvements at the Jeans Road and Territorial Road intersection.

Condition of Approval: Prior to final plat, all improvements associated with the Lane County Facility Permit shall be substantially complete.

Veneta Land Development Ordinance 493, Article 5 -Supplementary Provisions

Section 5.28 - Street Trees

When street trees are proposed, their selection and installation shall be according to the following requirements. Planting of street trees shall generally follow construction of curbs and sidewalks, however, the City may defer tree planting until final inspection of completed dwellings to avoid damage to trees during construction.

- 1) Species selection. Trees shall be selected from the City's adopted tree list and shall be appropriate for the planning location based on the criteria found therein.
- 2) Caliper Size. All street trees shall be a minimum of 2 inch caliper at time of planting.
- 3) Spacing and Location. Street trees shall be planted within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells on streets without planting strips, except when utility easements occupy these areas. Street tree spacing shall be determined by the type of tree(s) selected and the canopy size at maturity and, at a minimum, the planting area shall contain 16 square feet, or typically, 4 feet by 4 feet. In general, trees shall be spaced at 30-40 foot intervals, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements and clear vision areas.
- 4) Growth Characteristics. Trees shall be selected based on climate zone, growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection by developers and approval by the City:
 - A. Provide a broad canopy where shade is desired, except where limited by available space.
 - B. Use low-growing trees for spaces under low utility wires.
 - C. Select trees which can be "limbed-up" to comply with vision clearance requirements.
 - D. Use species with similar growth characteristics on the same block for design continuity.
 - E. Use deciduous trees for summer shade and winter sun, unless unsuited to the location due to soil, wind, sun exposure, annual precipitation, or exhaust.
- 5) Replacement. Replacement of street trees shall be the responsibility of the developer for a period of 2 years from the time of planting, and shall be guaranteed through a warranty bond prior to final plat.
- 6) Maintenance. Maintenance of street trees shall be the responsibility of the adjacent property owner.
 - A. Standards. All trees located within the public right-of-way must be pruned to National Arborist Association Pruning Standards for Shade Trees.
 - B. Adjacent Property Owners to Maintain Trees. Every adjacent property owner of any tree overhanging any street or right-of-way within the city, including trees within the right-of-way, shall prune the branches so that such branches shall not obstruct the view of any street intersection and so that there shall be a clear space of thirteen feet, six inches

(13'6") over the street, and/or eight (8) feet above the sidewalk. Said owners shall remove all dead, diseased, or dangerous trees; or broken or decayed limbs which constitute a menace to public safety.

- C. Adjacent Property Owners Liable. The owner of property abutting trees on a right-of-way shall be liable for injury, damage, or loss to persons or property caused by the property owner's negligent failure to comply with subsection (b) of this section.
- D. Notification. The City may serve notice on the adjoining property owner to prune, remove, or otherwise treat any tree on a right-of-way as conditions may require. Any such notice shall be governed the standards below. Neither the duty of the adjoining property owner to maintain trees located on a right-of-way, nor the liability for the property owner's failure to do so, is dependent upon any notice from the city.
 1. Notice to Prune or Remove. Should any property owner fail to maintain adjacent trees as per Section 7 of this ordinance, the City shall order such person or persons, within ten days of mailing of such notice, to so prune or remove such trees.
 2. Notice Required. The notice required herein shall be served by mailing a copy of the order to the last known address of the property owner, by certified mail.
 3. Failure to Comply. When a person to whom a notice is directed shall fail to comply within this specified time, it shall be lawful for the city to cause the trees in question to be pruned and/or removed; and the exact cost thereof shall be assessed to the property owner as provided by law in the case of public nuisance abatements.
- E. Debris Removal. The person working on trees on a street, highway, or public area shall be required to remove all debris from the right-of-way by sunset of the same day, unless specifically authorized to do otherwise by the Community Development Director, or designee. The acceptable standard shall be a broom clean finish or better.
- F. City Tree Maintenance. The city shall have the right to plant, prune, maintain, and remove trees located within the public right-of-way as may be necessary to preserve or enhance the symmetry and beauty of such areas. The city may remove, or cause or order to be removed, any tree or part thereof which is in an unsafe condition or which by reason of its nature is injurious to sewers, electrical power lines, natural gas lines, water lines, or other public improvements, or is affected with any injurious fungus, insect, or other pest. This section does not prohibit the planting of street trees by adjacent property owners, providing that the selection and location of said tree is in accordance with this ordinance.
- G. City Held Harmless. The city of Veneta shall not be liable for injury, damage, or loss to person or property caused in whole or part by the defective or dangerous condition of any tree located in or upon a right-of-way. The property owner shall defend and hold harmless the city from all claims for loss and damage arising from the owner's negligent failure to comply with Section 7 of this ordinance.

Staff Finding: Street trees are required within the planter strips inside of the public right-of-way. All trees shall be selected from the City Approved tree species list and shall be spaced in general at 30-40 ft intervals. Replacement trees shall be the responsibility of the developer for 2 years and will require a warranty bond to ensure replacement. All street trees will be shown on the final landscape plan submitted by the applicant. The applicant shall notify homeowners that after two years, they are responsible for all maintenance and liability associated with street trees along their property frontage.

Condition of Approval: Prior to final plat of phase 1, the applicant shall submit an overall landscape plan of the entire subdivision showing all required street trees and replacement trees, meeting the standards of VLDO 493, Sec. 5.28.

Condition of Approval: Proposed Street Trees must comply with the standards of VMC Section 5.28 Street Trees.

Condition of Approval: Maintenance of street trees shall be the responsibility of the adjacent property owner as defined in Veneta Land Development Ordinance 493, Section 5.28(6)(a-g) - Street Trees.

Condition of Approval: Replacement of street trees shall be the responsibility of the developer for a period of 2 years from the time of planting, and shall be guaranteed through a warranty bond prior to final plat.

Veneta Land Division Ordinance 494, Article 7 -Improvement Requirements
Section 7.05 - Agreement for Improvements.

Before final approval of a subdivision plat or partition map, the land divider shall either install required improvements and repair existing streets and other public facilities damaged in the development of the property or execute and file with the City an agreement between himself and the City, specifying the period within which required improvements and repairs shall be completed and providing that, if the work is not completed within the period specified, the City may complete the work and recover the full cost and expense, together with court costs and attorney fees necessary to collect said amounts from the land divider. The agreement shall also provide for reimbursement of the City for the cost of inspection by the City in accordance with Section 7.06.

Staff Finding: Section 7.05 shall be a condition of approval. The land divider shall either install required improvements and repair existing streets and other public facilities damaged in the development of the property or execute and file with the City an agreement between themselves and the City, specific the period within which required improvements and repairs shall be completed and providing that, if the work is not completed the period specified, the City may complete the work and recover the full cost and expense, together with court costs and attorney fees necessary to collect said amounts from the land divider.

Condition of Approval: Prior to final plat approval, the applicant shall install all required public improvements and repair existing streets or other public facilities damaged in the development of the property OR execute and file with the City an agreement between the applicant and the City, specifying the period within which required improvements and repairs shall be completed and post a performance bond with the City, in accordance with the VLDO 494, Article 7, §7.03, 7.05 and 7.06. Public improvements must include all improvements (including fiber conduit per VMC Chapter 13.30.020(4)) required by VLDO 494, the Planning Commission's conditions of approval, and must be installed in accordance with plans approved by the City.

Veneta Municipal Code, Chapter 13 -Public Services

Chapter 13.30.020(4): Installation of Underground Facilities

Underground utilities, sanitary sewers, storm drains, water mains, and broadband fiber conduit installed in streets shall be constructed prior to the surfacing of streets. Stubs for surface connections for underground facilities, sanitary sewers, water services, and broadband conduit shall be placed to the limits of the City right of way when service connections are made and the end of all stubs shall be marked for future location."

Staff Finding: The Veneta City Council adopted Ordinance 509 on February 10, 2014, which requires construction of broadband fiber conduit to be installed. Prior to final plat, the applicant shall construct underground utilities including broadband fiber conduit in accordance with VMC Chapter 13.30.020(4) - Installation of Underground Facilities. As seen on Sheet C-1.1, under Franchise Utility Note #5, a fiber optic conduit will be included in the joint utility trench for future use by City of Veneta.

Conclusion: As seen on Sheet C-1.1, this criterion is addressed.

Veneta Municipal Code, Title 8 - Health and Safety

Chapter 8.10 Tree Cutting, Destruction and Removal

Section 8.10.030 Tree removal permit required.

No person shall remove or transplant any tree without first obtaining a tree removal permit as required by this chapter. (Ord. 483 § 3, 2008)

Staff Finding: A tree removal permit will be required as part of this subdivision application.

8.10.060 Application review procedure.

(1) Reviewing Authority.

(b) Type C. Where the site is proposed for development necessitating site plan review or plat approval by the planning commission, the tree removal permit shall be reviewed concurrently by the planning commission.

Staff Finding: The applicant has submitted a Type C tree removal permit, file no. TP-23-8.

Veneta Municipal Code, Chapter 8.10: Tree Cutting, Destruction and Removal

Chapter 8.10.090 Type C Permit

(1) Approval to remove more than three trees on a single lot or parcel as part of a site plan review or amendment, subdivision, or partition application may be granted as a Type C permit in conformance with subsection (5) of this section.

(2) Type C permit applications shall be reviewed concurrent with the development review process. If a Type C permit or its associated development application is appealed, no trees shall be removed until the appeal has been resolved.

(3) Submittal Requirements. The applicant must provide 10 copies of a tree maintenance and protection plan completed by a certified arborist that contains a summary of existing conditions and a mitigation plan as follows:

(a) Summary of existing conditions including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:

(i) Property Dimensions. The shape and dimensions of the property, and the location of any existing or proposed structures, utility installations, grading, or other improvements.

(ii) Tree Survey. The survey must include:

(A) An accurate drawing of the site based on accurate survey techniques at a minimum scale of one inch equals 100 feet including:

- 1. The location, dbh, and tree number of all impacted trees (see subsection (3)(a)(iv) of this section, Field Identification).*
- 2. The critical root zone of impacted trees, and the extent of likely impacts.*
- 3. The common name of impacted trees.*
- 4. Heritage trees shall be clearly noted on the survey.*

Applicant's statement: Please see attached site Tree Plan prepared by a qualified, registered professional containing topography and accessible treed areas. Due to limited accessibility, the surveyor was unable to access all areas of the site and as a result recent aerial imagery was used to augment the survey work and complete the tree plan. Should additional information be required, surveyor could return to the site when the ground is dry and more accessible.

Staff Finding: The applicant has submitted a document titled "Oakley Estates Arborist Report", dated 9/25/2022, prepared by an I.S.A Certified Arborist and Qualified Tree Risk Assessor. The Arborist Report includes a written description of existing conditions and discusses significant tree retention and protection and states that 33% of the site's total tree canopy area will be retained. However, the report did not include a Tree Survey of the entire property and did not include all of the required elements of the tree survey such as the location of each tree with specific details such as species, size, and if it will be protected or removed. The report did include a detailed survey of the trees with 50' of the Greenway buffer around Tract E.

Condition of Approval: The applicant shall submit additional tree survey and tree detail table for the entire property pursuant to VMC 8.10.090(3).

(B) Where a stand of 20 or more contiguous trees will be removed, the required tree survey may be simplified to accurately show the location of all heritage trees, and significant trees which are within 50 feet of the edge of the development envelope. Only these trees are required to be field tagged. Interior tree areas shall be depicted with clouds or other similar linework and the dbh, common name, and total number of all interior trees shall be accurately stated on the plans.

Staff Finding: The report states there are 52 Heritage trees on the proposed development area of the property and 7 heritage trees within the greenway boundary. A table was included for the area around Tract E, but not for the remainder of the property. The applicant will be required to submit additional details regarding the tree survey and the tree detail table and it should clearly identify all significant trees and heritage trees. Further, if the applicant is going to use this option it must include the total number of all interior trees accurately stated on the plans.

Condition of Approval: The applicant shall submit additional tree survey and tree detail table for the entire property pursuant to VMC 8.10.090(3).

(C) Neighboring Properties. All impacted trees on neighboring properties shall be shown on the tree survey. If the applicant cannot obtain permission to survey the neighboring properties, the person or persons preparing the survey shall make a note to this effect on the survey and locate the trees and CRZs to the best of their ability. The survey shall show the percentage of CRZ for these trees which will be impacted by the proposed improvements.

1. When a proposal includes activities which will result in removal of trees on neighboring properties, the applicant shall include the removal of the neighboring trees in the permit application and mitigate for their removal.

Staff Finding: Applicant does not propose impacting trees on neighboring properties.

(iii) Arborist Report. The report shall describe the health and condition of all heritage trees including species, common name, dbh, approximate height, and age. The report shall identify hazardous, dead, or dying trees. The report shall identify opportunities for preservation of groves or stands of trees and make recommendations regarding special tree protection and maintenance practices necessary to restore preserved trees to full health.

(iv) Field Identification. Impacted trees shall be designated with metal tags that are to remain in place throughout the development. Those tags shall be numbered, with the

numbers keyed to the tree survey map that is provided with the application. See subsection (3)(a)(ii)(B) of this section regarding large groups of trees.

(v) Tree Protection. A statement addressing tree protection during construction in accordance with VMC 8.10.130.

Staff Finding: The applicant's Arborist report includes the necessary information as required in the Arborist's report for the portion of the property that has been completed.

Veneta Municipal Code, Chapter 8.10: Tree Cutting, Destruction and Removal

Chapter 8.10.090 Type C Permit

(3) Submittal Requirements.

(b) Mitigation Plan. A plan prepared by a certified arborist or landscape architect describing the proposed tree replacement program with a detailed explanation including the number, size, species, and planting location of replacement trees, and any necessary activities to ensure viability including, but not limited to, mulching and irrigation.

Staff Finding: The applicant will need to clarify what their proposed mitigation plan will be and note the number and location of all replacement trees. This criterion can be met with conditions.

Condition of Approval: Prior to final plat of phase 1, submit a tree mitigation plan table clearly identifying the number of significant trees and heritage trees to be removed and how many replacement trees will be planted.

Condition of Approval: Prior to final plat of phase 1, the applicant shall submit an overall landscape plan of the entire subdivision showing all required street trees and replacement trees, meeting the standards of VLDO 493, Sec. 5.28 and VMC 8.10.120.

(5) Approval Standards for Type C Permits. All Type C permits submitted as part of a proposed residential development shall be reviewed under Option A in subsection (5)(a) of this section unless the applicant chooses the alternative design review available in Option B in subsection (5)(b) of this section. All commercial and industrial developments shall comply with the criteria of Option B.

(a) Option A – Numerical Preservation Standard for Residential Developments. Existing trees must be preserved. The total tree diameter on the site is the total diameter of all significant trees on the site, minus the diameter of all exempt trees as defined by this chapter. The applicant must choose one of the following options. Calculations shall be in accordance with subsection (5)(c) of this section.

(i) Preserve at least 30 percent of the total significant tree diameter on the site;

- (ii) Preserve all heritage trees and at least 30 percent of the significant trees on the site;*
 - (iii) If the site is larger than one acre, preserve at least 25 percent of the total tree canopy area on the site.*
- (c) Under Option A, when calculating the amount of tree diameter and the number of significant trees on the site, the applicant may choose one of the following methods of measurement:*
 - (i) Tree Inventory. A tree inventory identifies all trees on the site, specifying location, species, and diameter of each tree; or*
 - (ii) Statistical Sampling. Statistical sampling may be used to estimate the total tree diameter and total number of significant trees present. Sampling must be carried out by individuals with demonstrated experience performing such surveys and shall be based on generally accepted standard methodologies.*
 - (iii) Tree Canopy. When calculating the amount of tree canopy on the site, the total canopy area is based on the most recent aerial photograph available. If the most recent aerial photograph available is more than five years old, the applicant must provide a more recent photograph. (Ord. 483 § 9, 2008)*

Applicant's statement: Applicant seeks 8.10.090 Type C permit review under Option A in subsection (5). According to 8.10.090 Type C permit, Subsection (5.c.iii) pursuant to Option A, applicant has calculated canopy area from most recent aerial photography available. With a total site area of 47.89 acres, which is larger than one acre specified in 8.10.090 subsection (5.a.iii), applicant proposes a site Tree Plan that preserves 33 percent of the existing tree canopy, more than 25 percent of the total existing tree canopy area on the site. Please see attached Tree Plan for more detail and table below for site tree canopy area calculations.

Staff Finding: The applicant did submit an aerial photograph showing tree canopy area, labeled Tree Plan and dated June 2022. The Arborist report also stated that 33% of the tree canopy on the site would be protected. The applicant will be required to submit the calculations used in order to determine the significant and heritage trees in the impacted tree canopy and account for any other stand-alone trees that were not included. Furthermore, a new more detailed map should be included showing each individual tree labeled to correspond with the tree table. This criterion can be met with conditions of approval.

Condition of Approval: The applicant shall submit additional tree survey and tree detail table for the entire property or submit a new air photo that identifies each tree to be removed and includes the required information in the tree detail table and provides the calculations used for determining the size and types of trees to be removed. The tree detail table shall clearly identify all significant and heritage trees.

Veneta Municipal Code, Chapter 8.10: Tree Cutting, Destruction and Removal

Chapter 8.10.120 Mitigation.

(1) Requirement Established. Type B or C tree removal permit grantees shall plant one replacement tree for each significant tree removed in excess of the three that could otherwise be removed under a Type A permit. Type D permit grantees shall mitigate nonfir trees as required by VMC 8.10.100(2)(c). Mitigation is not required for removal of hazardous, dead, or dying trees.

(2) Heritage trees shall be mitigated based on the following methodology:

$$\text{Replacement trees} = 1 + (A - Q)$$

Where:

A = Actual dbh of the tree in question.

Q = Minimum dbh for this species to qualify as a heritage tree.

Staff Finding: The applicant will be required to submit calculations using the above formula to determine the number of mitigation replacement trees that will be required to be planted. Pursuant to VMC 8.10.120(3)(d), Replacement trees shall be planted prior to final plat approval for land divisions. The overall landscape plan for the subdivision will show all required replacement trees and landscaping.

Condition of Approval: Prior to final plat of phase 1, the applicant shall submit an overall landscape plan of the entire subdivision showing all required street trees and replacement trees, meeting the standards of VLDO 493, Sec. 5.28 and VMC 8.10.120.

8.10.150 Timing of removal, display of permit – Inspection. *(1) No tree removal permitted as a Type B, C, or D permit shall take place until the applicant has received a notice to proceed from the city engineer on public improvements. When no public improvements are proposed, tree removal shall not occur until building permits have been issued. The building official may make exceptions to this requirement when warranted due to extenuating circumstances or when no such permits are necessary.*

(2) For applicants seeking a Type B permit to remove trees independent of site improvements, no tree removal shall take place until tree protection measures have been inspected and approved by the building official.

(3) Inspection and approval of all required tree protection measures by the building official is required prior to tree removals permitted as Type B, C, and D permits.

(4) Forty-eight hours prior to tree removal, a copy of the tree removal permit shall be prominently displayed on the subject property and shall remain on display at all times while tree removal operations are being conducted. (Ord. 483 § 15, 2008)

Staff Finding: No tree removal shall take place until the applicant has received a notice to proceed from the City Engineer on public improvements. Forty-eight hours prior to tree removal, a copy of the tree removal permit shall be prominently displayed on the subject property and shall remain on display at all times while tree removal operations are being conducted. Inspection and approval of all required tree protection measures is not required, because no trees are proposed to be protected – all trees are proposed to be removed.

Condition of Approval: No tree removal operations shall take place until the applicant has received a notice to proceed from the City Engineer on public improvements.

Condition of Approval: Forty-eight hours prior to tree removal, a copy of the tree removal permit shall be prominently displayed on the subject property and shall remain on display at all times while tree removal operations are being conducted.

8.10.155 Tree removal site requirements.

Properties on which trees are removed shall be maintained in accordance with the following standards:

(1) All logging equipment shall be removed no later than 30 days after tree removal. The replacement trees shall be planted within the time limits set in VMC 8.10.120(3)(d);

(2) Property shall be maintained in conformance with VMC 8.05.060 prohibiting noxious vegetation;

(3) Slash shall be chipped within 30 days after tree removal. (Ord. 542 § 8, 2017)

Staff Finding: All logging equipment shall be removed no later than 30 days after tree removal. The replacement trees shall be planted within the time limits set forth in VMC 8.10.120(3)(d). Property shall be maintained in conformance with VMC 8.05.060 prohibiting noxious vegetation. Slash shall be chipped within 30 days after tree removal. These shall be conditions of approval.

Condition of Approval: All logging equipment shall be removed no later than 30 days after tree removal. The replacement trees shall be planted within the time limits set in VMC 8.10.120(3)(d).

Condition of Approval: Property shall be maintained in conformance with VMC 8.05.060 prohibiting noxious vegetation.

Condition of Approval: Slash shall be chipped within 30 days after tree removal. (Ord. 542)

Veneta Land Development Ordinance 493, Article 5 - Supplementary Provisions

Section 5.12: Landscaping.

All yards, required screening areas, and parking areas shall be landscaped in accordance with the following requirements:

- 1) Provisions for landscaping, screening and maintenance are a continuing obligation of the property owner and such areas shall be maintained in a clean, weed free manner.*
- 2) Site plans indicating landscape improvements shall be included with the plans submitted to the Building and Planning Official or Planning Commission for approval. Issuance of a Building permit includes these required improvements which shall be completed before issuance of a Certificate of Occupancy.*
- 3) Minimum Landscaped Area. The minimum percentage of required landscaping is as follows: A. Residential and Residential-Commercial Zones: 20% of each lot for residential developments, 10% for commercial or mixed use.*

A. Residential and Residential-Commercial Zones: 20% of each lot for residential developments.

Staff Finding: Before building permit issuance, each individual lot is required to include landscape improvements which conform to VLDO 493, §5.12(1-2) - Landscaping.

Conclusion: Criterion met with the following condition of approval.

Condition of Approval: Prior to issuance of a building permit for each individual lot, landscape improvement plans are required that conform to VLDO 493, §5.12(1-3) - Landscaping. Each site plan for each individual lot shall clearly show a minimum of 20% landscaping. The landscape plan is required to include one tree, a minimum of 2" caliper and four 5-gallon shrubs or accents plants per 1,000 square feet of landscaped area, pursuant to VLDO 493, §5.12(4).

4) Minimum number of trees and shrubs acceptable per 1,000 square feet of landscaped area:

A. One tree, minimum 2" caliper.

B. Four 5-gallon shrubs or accent plants.

Staff Finding: Before building issuance, each individual lot is required to include one tree, a minimum of 2" caliper and four 5-gallon shrubs or accents plants per 1,000 square feet of landscaped area. This shall be a condition of approval. Criterion met with the following condition of approval.

5) *Minimum percentage Ground Cover. All landscaped area, whether or not required, that is not planted with trees and shrubs, or covered with non- plant material (subsections (6)(f) & (g), below), shall have ground cover plants that are sized and spaced to achieve 75 percent coverage of the area not covered by shrubs and tree canopy.*

Staff Finding: Minimum percentage ground cover shall be required and shall be a condition of approval. All landscaped area, whether or not required, that is not planted with trees and shrubs, or covered with non- plant material (subsections (6)(f) & (g), below), shall have ground cover plants that are sized and spaced to achieve 75 percent coverage of the area not covered by shrubs and tree canopy.

Criterion met with the following condition of approval.

Condition of Approval: Prior to issuance of building permits, landscape site plan shall clearly show all landscaped area, whether or not required, that is not planted with trees and shrubs, or covered with non-plant material (subsections (6)(f) & (g), below), shall have ground cover plants that are sized and spaced to achieve 75 percent coverage of the area not covered by shrubs and tree canopy.

Condition of Approval: Each site plan for each individual lot shall clearly show a minimum of 20% landscaping. The landscape plan is required to include one tree, a minimum of 2" caliper and four 5-gallon shrubs or accents plants per 1,000 square feet of landscaped area.

D. This approval shall become final on the date this decision and supporting findings of fact are signed by a representative of the Veneta Planning Commission, below. A Planning Commission decision may be appealed to the City Council within 15 days after the final order has been signed and mailed. An appeal of the City Council's decision must be submitted to the Land Use Board of Appeals within 21 days of the Council's decision becoming final.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the City to respond to the issue precludes an action for damages in circuit court.

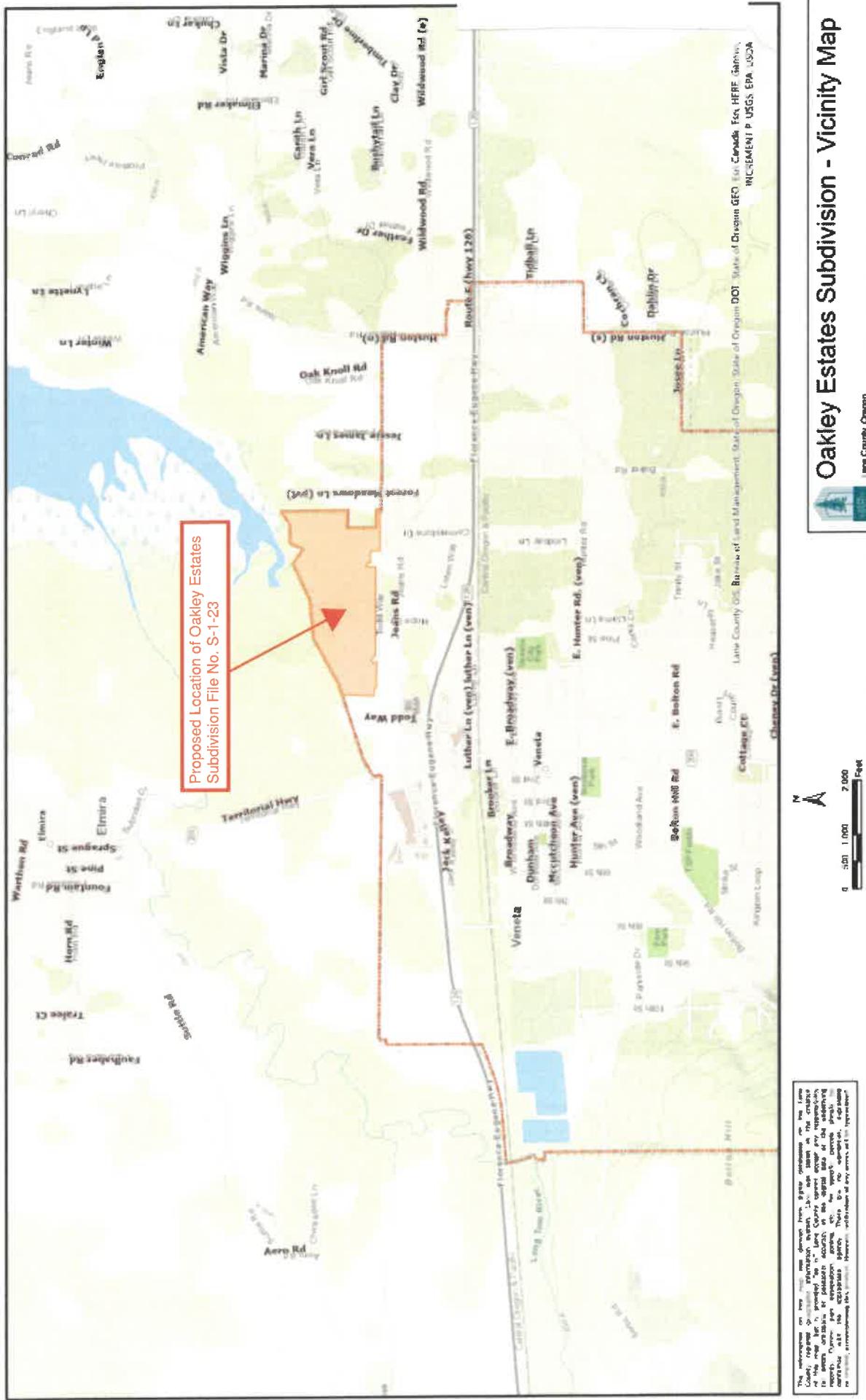
Len Goodwin, Chair
Veneta Planning Commission

Date

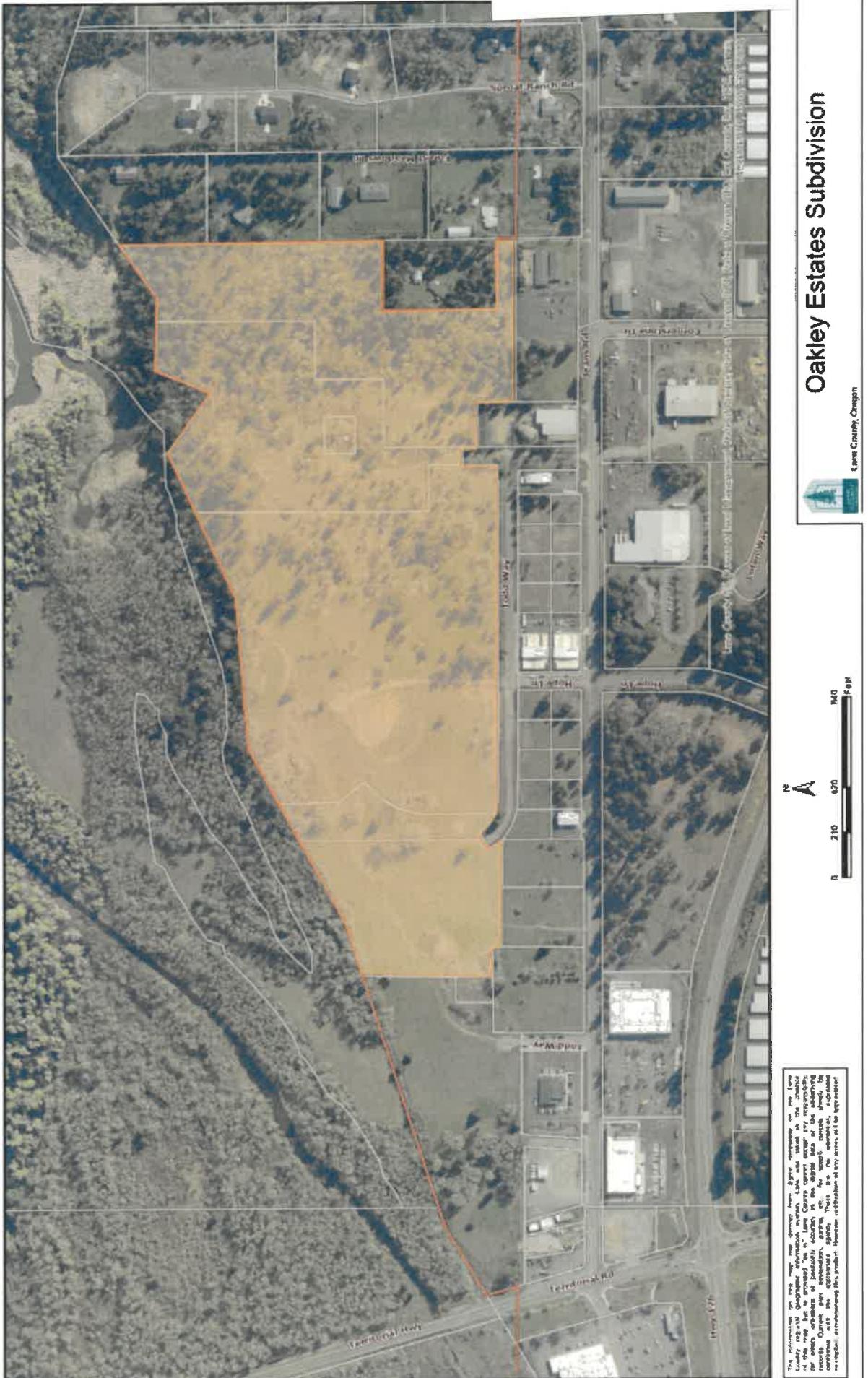
Attachments:

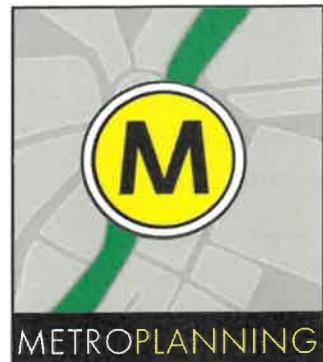
1. Oakley Estates Subdivision – Vicinity Map
2. Oakley Estates Subdivision - Location Map
3. Oakley Estates Subdivision Tentative Plan Map - April 17, 2023
4. Applicant's Written Statement – March 14, 2023
5. Wetland Delineation and DSL Concurrence Letter – May 19, 2021
6. Stormwater Report – April 5, 2022
7. Arborist Report – September 25, 2022
8. Traffic Impact Analysis – June 6, 2022 / Updated September 23, 2022
9. Transportation Tech Memo (Response to Lane County & ODOT) – September 23, 2022
10. Transportation Tech Memo (Response to City of Veneta) – December 7, 2022
11. Transportation Tech Memo (Mitigation Recommendations) – March 3, 2023
12. City Engineer Comments – April 13, 2023
13. Lane County Transportation Planning Comments – April 4, 2023
14. ODOT Comments – April 18, 2023
15. Lane Fire Comments – April 10, 2023
16. Lane County Surveyor - Road Naming Comments – April 11, 2023
17. USACE Comments – March 27, 2023
18. Neighbor Campbell Comments – April 4, 2023
19. Neighbor Castillo Comments – April 14, 2023
20. Neighbor Leonetti Comments – April 14, 2023

ATTACHMENT 1



ATTACHMENT 2





LAND USE PLANNING AND CONSULTING SERVICES
 846 A STREET
 SPRINGFIELD, OREGON 97477
 (541) 302-9830
 WWW.METROPLANNING.COM

TENTATIVE SUBDIVISION FOR RAISED DEVELOPMENTS, INC

Written Statement

Submission No.	3
Document Date:	March 14, 2023
Property Owner/Applicant:	Raised Developments, Inc 266 Retirement Ln Cave Junction, OR 97523
Engineer:	A & O Engineering, LLC Scott Morris, P.E. 380 Q Street Suite 200 Springfield, OR 97477 Tel 541-302-9790
Surveyor:	Northstar Surveying c/o David Schlosser, PLS 720 NW 4 th Street Corvallis, OR 97330
Planner:	Metro Planning, Inc. c/o Jed Truett, AICP 846 A Street Springfield, OR 97477 Tel (541) 302-9830
Subject Property:	Assessor's Map 17053000; Tax Lot 900,907,909,913,917
Zoning:	GR- General Residential GW – Greenway/open space Overlay
Property Size:	TL 900: 5.74ac TL 907: 10.39ac TL 909: 1.78ac TL 913: 20.32ac TL 917: 9.66ac
Number of Lots Proposed:	One hundred seventy-five (175)

Below, city code and substantive review comments (notes) are in ***bold italics*** or enclosed in boxes. Applicant responses are in plain text.

A cross reference table is provided on the last page of this document to cross reference footnoted attachments with electronic file submittals.

Contents

ARTICLE 1 – INTRODUCTORY PROVISIONS	3
ARTICLE 4 – SUBDIVISIONS	5
ARTICLE 6 – DESIGN STANDARDS	12
SECTION 6.02 STREET DESIGN STANDARDS	12
SECTION 6.04 BUILDING SITES	15
SECTION 6.09 STORMWATER FACILITIES	17
ARTICLE 7 – IMPROVEMENT REQUIREMENTS	18
SUPPLEMENTAL INFORMATION.....	19
TREE REMOVAL.....	19
WETLANDS.....	21
GREENWAY	22
LEGAL LOT ANALYSIS	24
COMMENTS FROM CITY, CONTRACTED SPECIALISTS, AND OTHER PUBLIC AGENCIES	25
FIRST TRANSPORTATION MEMO	37
ARTICLE 6 –DESIGN STANDARDS	37
SECTION 6.02 STREET DESIGN STANDARDS	37
SECOND TRANSPORTATION MEMO	44
ARTICLE 6 –DESIGN STANDARDS	44

Background

This tentative subdivision application is for proposed development Oakley Estates. The proposed development will create 175 lots. The subject property is zoned General Residential (GR). The site is currently vacant.

Per Veneta's Land Development Ordinance No. 493, Section 13.02 Definitions, a legal lot is "a lot or parcel created pursuant to ORS 92.010 to 92.190, a unit of land created in compliance with all applicable city land division regulations, or a unit of land created by deed or land sales contract, if there were no applicable planning, zoning or subdivision ordinance or regulations in effect at the time of the deed or land sales contract." According to this definition, the subject property is composed of several legal lots.

This written statement addresses the Veneta Land Division Ordinance (VLDO) No. 494 Section 1.05 Compliance with other Regulations, Section 4.01 Tentative Plan Subdivision Requirements, Section 4.03 Review of Tentative Plan Applications, Section 6.02 Street Design Standards, Section 6.04 Building Sites, Section 6.09 Stormwater Facilities and Section 7.03 Improvements in Subdivisions. VLDO code sections are in bold/italics and applicant responses are in plain text. VLDO No. 494 Land Division

Article 1 – Introductory Provisions

Section 1.05 COMPLIANCE WITH OTHER REGULATIONS

In addition to the regulations contained herein, all land divisions within the City shall comply with the following regulations:

(1) Chapter 92 of the Oregon Revised Statutes (ORS 92).

Oregon Revised Statutes (ORS) 92.012 states "no land may be subdivided or partitioned except in accordance with ORS 92.010 (Definitions) to 92.192 (Property line adjustment).

Defined by ORS 92.010(3):

- (a) "Lawfully established unit of land" means:
 - (A) A lot or parcel created pursuant to ORS 92.010 (Definitions for ORS 92.010 to 92.192) to 92.192 (Property line adjustment); or
 - (B) Another unit of land created:
 - (i) In compliance with all applicable planning, zoning and subdivision or partition ordinances and regulations; or
 - (ii) By deed or land sales contract, if there were no applicable planning, zoning or subdivision or partition ordinances or regulations.
- (b) "Lawfully established unit of land" does not mean a unit of land created solely to establish a separate tax account.

Response: Subject properties comply with Oregon Revised Statute (ORS) that define a lawful lot or parcel. These five parcels have undergone several changes throughout the history of the property. Please see analysis in supplemental section at the end of this statement and deeds included in this application.

(2) The Comprehensive Plan adopted by the City Council, as permitted by Oregon law.

Veneta's Comprehensive Plan Ordinance No. 523 indicates that the subject property is medium density residential, which is consistent with the General Residential zone. It allows for densities up to fifteen (15) living units per net acre and requires a minimum lot size of 6,000 square feet per single-family detached dwelling unit.

The proposed subdivision has a net density of 6.7 units per acre, within the typical 6 to 14 units per net acre range expected for medium density housing. The smallest lot is 5489 square feet in area, which is below the required 6000 square feet per lot. However smaller lots are allowed per VLDO No. 493, Section 4.03 under General Residential (see next section for discussion) if there is dedicated parkland space for protecting natural resources or providing recreational opportunities to the public. Accommodating this requirement, the development will have a dedicated park space to protect wetlands and access to Fern Ridge.

(3) Official Maps or Development Plans as adopted by the City Council.

There is no specific development plan for this area. This region is zoned General Residential (GR).

(4) Land Development Ordinance as adopted by the City Council.

Response: Per VLDO No. 493 Section 4.03, single family dwellings are permitted within the General Residential (GR) designation when density is no more than fifteen dwelling units per net acre, lot size is no less than 6,000 square feet and lot width is no less than 60 feet. This proposed subdivision has a density of 6.7 units per net acre, which in gross is well within these tolerances.

However, about a third of all proposed lots are less than the individual lot standard with a lot area of 5489 sq ft and a lot width of 55 ft. (Please see attached tentative subdivision plans for lot dimension details.) We are therefore following the guidance under section (E) for general residential lot size and width requirements:

E. Smaller lots may be allowed if public space in addition to that required by section 5.26 Parkland Dedication Requirements, is dedicated or otherwise permanently preserved to protect natural resources or provide recreational opportunities. When the provisions of this section are utilized to develop smaller lots than would otherwise be allowed by the base zone, the following standards shall apply and shall supersede the standards for the base zone.

- 1. In no case shall the gross density of the development exceed the maximum gross density of the site if it were developed with standard minimum lot sizes for the base zone, irrespective of wetland or Greenway areas.**
- 2. In no case will the minimum lot size be less than 70% of the minimum lot size for the base zone.**
- 3. Developments seeking to qualify for such a density bonus may be required to relocate structures currently within the Greenway subzone to less sensitive areas.**
- 4. Side yards shall be no less than 5 feet on a side.**
- 5. Front yard setbacks shall be no less than ten (10) feet, except garage and carport openings shall be setback at least twenty (20) feet.**
- 6. Exceptions to these setback requirements may be allowed when necessary to provide a larger buffer between waterways or other natural resources and development.**

Response: Proposed subdivision meets city of Veneta conditions of approval for new subdivisions by containing sufficient dedicated park space for the public. Under Article 5.26 2.B. in VLDO 493, the parkland must be at least 4.41 acres¹ in size for the proposed number of single family homes, exclusive of greenway open-space and wetlands. The dedicated parkland space is 10.27 acres, of which 4.91 acres is not wetlands or greenway, meeting the minimum park standard requirement.

The gross density of development will not exceed the maximum gross density of the site. The smallest lot is greater than 70% (91%) of the minimum lot size (6000 sq ft). Regarding requirements for structures, there is no development planned with this tentative subdivision application beyond the creation of new lot lines.

(5) Recording requirements of Lane County.

Response: The final subdivision plat will be recorded as required by Lane County.

(6) Veneta Municipal Code

Response: This written statement will address Veneta's Municipal Code provisions applicable to this proposed tentative subdivision which include Chapter 8.10 Tree Cutting, Destruction, and Removal, and chapter 18.10 Wetland Protection at the end of the statement.

(7) All other applicable regulations provided by law including but not limited to the Uniform Building Code (UBC) and Oregon Fire Code (OFC). Legal nonconforming uses and structures notwithstanding, the City may refuse to accept any application, or later may reject and deny any application submitted under this ordinance involving property where a violation of local, state, or federal law exists until the violation is remedied to the satisfaction of the agencies or jurisdiction(s) involved or will be so remedied as part of the application approval.

Response: There is no development planned with this tentative subdivision application except for the creation of new lot lines.

¹ Article 5.26 2.B. in VLDO 493 uses the following formula to calculate required dedicated acres of public park space - ((number of lots) x 3 x .0084). For this site with 175 lots, the equation is (175 x 3 x 0.0084) which equals 4.41 acres.

Article 4 – Subdivisions

Section 4.01 TENTATIVE PLAN SUBMISSION REQUIREMENTS

All tentative plan maps shall include the following when applicable:

(4) Form and Scale. The tentative plan shall be clearly and legibly drawn or printed in ink to a scale of not less than one (1) inch equals 100 feet or multiples of ten (10) thereof.

Response: This tentative subdivision plan is presented at a scale of 1":100' appropriate to this site.

(5) General Information. The following general information must be presented as part of the application for a tentative subdivision:

(a) Name of subdivision which has been reserved by the County Surveyor. All plats must continue the block numbers of the plat of the same name last filed.

Response: The final subdivision plat will include the name of the subdivision, Oakley Estates, which has been reserved by the County Surveyor.

(b) Date, north arrow, scale of drawing.

Response: The north arrow, scale, and date of the plan are shown on the tentative subdivision plan.

(c) Appropriate identification clearly stating the plan is a tentative subdivision plan.

Response: The plan is clearly identified as a tentative subdivision plan.²

(d) Location of the land division by section, township and range sufficient to define the location and boundaries of the proposed subdivision and a legal description of record of the proposed site.

Response: The section, township and range of the subject property are indicated on the tentative subdivision plan.

(e) Names and addresses of the owners and anyone who has an interest in the property, as verified by a title company, and the applicant, engineer or surveyor or other parties involved in preparation of the documents.

Response: The names and addresses of Raised Developments, Inc. (Owner/Applicant), Northstar Surveying, Inc. (surveyor), A&O Engineering, Inc. (engineer), and Metro Planning, Inc. (Applicant's Representative) are listed on the cover sheet³ for the tentative subdivision plans.

(f) The approximate acreage of land under single ownership or, if more than one ownership is involved, the total contiguous acreage of the owners directly involved in the subdivision.

Response: The size of the subject properties is indicated on the tentative subdivision plan (47.43 acres). The subject site is under single ownership, Raised Developments, Inc.

(g) Any other information as required to comply with all provisions of State Law Chapter ORS 92.

² Attachment: Oakley Estates Subdivision

³ Attachment: Oakley Estates Cover Sheet

Response: This application complies with all provisions of ORS Chapter 92.

(6) Information required on the tentative plan maps. The tentative plan shall include the following information where applicable. At the discretion of the City the information listed below may be required to be on individual maps.

(a) Existing Conditions.

1. A scaled vicinity map clearly showing the relationship of the proposed subdivision to surrounding developments, tax lots, streets, storm drainage(s), sewer, water and utility services. All vicinity map shall address all applicable requirements of the Veneta Land Development Ordinance.

Response: A vicinity map is included on the tentative subdivision plan⁴ and shows the relationship of the proposed tentative subdivision to surrounding tax lots. The tentative subdivision existing conditions site plan shows a scaled relationship of the proposed tentative subdivision to the immediately surrounding developments, streets, storm drainage(s), sewer, water, and utility services as required.

2. The location, widths and names of streets within or adjacent to the subdivision, together with easements, other right-of-ways and other important features such as section lines, corners, city boundary lines and monuments.

Response: Todd Way is adjacent to the southern border of the subject property and is shown on the subdivision plan⁴ to have a right-of-way of 60 feet. There are no other adjacent streets to the north, west or east. The Urban Growth Boundary and City Limits border the north and east property lines and Fern Ridge Reservoir lies directly to the north of the property. UGB and city limits are indicated on the vicinity map located on all site plans.

3. Existing uses on the property, including the location of all existing structures (with dimensions from the property lines) on the property and the access points of any existing public utilities, septic, sewage, wells or drainage lines or channels.

Response: The property is currently vacant. Todd way runs along the southern edge of the property. There are no existing structures on the property.

4. The location of at least one benchmark within the tract boundaries.

Response: The Tentative Subdivision Existing Conditions plan⁵ shows the locations of on-site benchmarks.

(b) Proposed Tentative Plan.

1. Proposed improvements required in Articles 7 and 8 such as pavement, curbs and gutters, sidewalks, grading and filling, utilities and other major improvements to develop the lot(s). This requirement may be waived if the applicant will have to file a site plan review application including all of this information in order to further improve or develop the property. These include:

a. The location, width, street name(s) and approximate grade and radii of street curves. If a significant grade change is anticipated beyond the limits of the proposed subdivision, indicate approximate street grade and anticipated vertical taper required to provide for street extension beyond the proposed

⁴ Attachment: Oakley Estates Subdivision

⁵ Attachment: Oakley Estates Existing Conditions

subdivision. The relationship of streets to any existing or proposed streets shown on the City's Transportation System Plan maps. The relationship of the proposed land division to future streets on adjacent land.

Response: Todd Way will be improved to meet Article 7 and 8 standards for the new development. It will be extended to the west and end at the western boundary of taxlot 900 for potential connection to an existing north-south stub of Todd way that intersects with Jeans Rd. Hope Ln will be extended north through the development and Cornerstone Dr, which exists south of Jeans Rd, will be a stub running north-south through the northeast end of the development.

There are four new streets in this proposal: Raised Lane, Oakley Way and Tanglewood Way which all run predominately east west. New Hope Parkway connects all streets in the development including Todd Way, Hope Ln and Cornerstone Dr. Please see tentative subdivision plans⁶ for layout and street widths.

Detail concerning street grade, curves and radii are shown in the utility plans sheets C-3.0 through C-3.2 from A&O Engineering. Information on stormwater, wastewater sewer, water, fire hydrants, streetlights, sidewalks, and easements, are located on Sheets C-2.0-2.3 in the attached utility plans.⁷

b. The location, width, and purpose of proposed easements.

Response: The Subdivision Plan referenced below site plan shows the location, width, and purpose of all existing and proposed easements.

c. The approximate width and location of all existing and proposed reserve strips.

Response: Todd Way and Cornerstone Dr will have reserve strips. These will be included on the final plat.

2. The approximate dimensions and area in square feet of all proposed lots.

Response: The Tentative Subdivision plan⁶ shows the dimensions and area of the proposed lots as required.

3. Sites, if any, allocated for purposes other than single-family dwellings.

Response: All proposed lots in this subdivision are proposed for single-family dwellings.

4. The location, approximate acreage and approximate dimensions of areas proposed for public use.

Response: Locations, acres, and dimensions for parkland dedications to the public are shown on the Tentative subdivision plans⁸.

5. The location and approximate dimensions of proposed lots and the proposed lot and block numbers.

Response: The Tentative Subdivision plan⁸ shows the location and dimensions of the proposed lots as required.

⁶ Attachment: Oakley Estates Subdivision

⁷ Attachment: Oakley Estates Utility Plan

⁸ Attachment: Oakley Estates Subdivision

6. An outline of the areas proposed for partial recording of a final plat or map if phased recording is proposed.

Response: Outlines that differentiate between Phases I, II, III, and IV are located on the tentative subdivision plan cover sheet⁹.

7. Elevation, slope for commercial, industrial and development sites with more than 4,000 square feet of building space.

Response: There are no commercial or industrial components to this proposed tentative subdivision. This requirement is not applicable.

8. Traffic Impact Analysis (TIA) Review as required by Section 5.27 of the Land Development Ordinance.

Response: Please see Traffic Impact Analysis¹⁰ from Sandow Engineering included in this Tentative Subdivision application.

(c) Significant Natural Features.

1. Contour lines related to an established bench mark or NAU88 datum approved by the City Engineer and having contour intervals as follows:

- a. For slopes of less than five (5) percent: show the direction of slope by means of arrows or other suitable symbol together with not less than four (4) spot elevations per acre, evenly distributed.**
- b. For slopes of five (5) percent to ten (10) percent: two (2) feet.**
- c. For slopes over ten (10) percent: five (5) feet**

Response: Contour lines with the appropriate intervals are shown in the Existing conditions map¹¹.

2. The location and direction of all water courses and the location of all areas subject to inundation or 100 year floodplain. Identification of the base flood elevation for development in floodplains. Evidence of contact with National Flood Insurance Program to initiate a floodplain map amendment shall be required when development is proposed to modify a designated 100-year flood plain. Elevation certificates are required for all construction in floodplains prior to occupancy;

Response: The subject site is outside of the 100-year flood area. This requirement is not applicable.

3. Natural features such as rock outcroppings, wetlands, wooded areas and isolated preservable trees with a trunk diameter of 6 inches or greater.

Response: The subject site has wetlands and trees on the eastern portion of the property. The tree canopy is shown on a separate map of the Tentative Subdivision. Tree removal and Wetlands are addressed in the supplemental section at the end of this statement.

⁹ Attachment: Oakley Estates Cover Sheet

¹⁰ Attachment: Transportation Impact Analysis (TIA)

¹¹ Attachment: Oakley Estates Existing Conditions

4. Elevation, slope and view data for commercial, industrial and development sites with more than 4000 square feet of building space.

Response: There are no commercial or industrial components to this proposed tentative subdivision. This requirement is not applicable.

(d) Utilities. Any proposed public and private utilities within the development, shall be shown on the tentative plan, including but not limited to:

- 1. The location and size of water service facilities, including fire hydrants.**
- 2. Connection points and size of sanitary sewer facilities.**
- 3. Street light locations, sizes, and specifications.**
- 4. Location and preliminary design of all proposed stormwater facilities including sizing of pipes, inlet and outfall locations and elevations, and section details and planting plans for all swales or other open features.**

Response: Please see utility plan sheets C-2.0 through C-2.3¹² from A&O Engineering. All sheets show locations and layout of proposed fire hydrants, proposed water meters, valves, mains and pipe diameters. Connection points, sanitary sewer pipe and laterals locations and diameters are also shown. Stormwater and wastewater structure detail are shown in tables on the sheets as well. Streetlight locations shown for reference. EPUD will provide final street light design and installation.

(e) Tree Removal & Mitigation Plans. If development of the proposed plan will require removal of significant trees as defined by Veneta Municipal Code 8.10, detailed tree removal and mitigation plans are required. Plans shall be in conformance with VMC 8.10.

Response: This development will require tree removal. Accompanying this application is a type C tree removal permit¹³. Tree removal and mitigation will conform to VMC 8.10.

(7) Statements to Accompany Tentative Plan. The tentative plan shall be accompanied by a written statement from the applicant giving essential information regarding the following matters:

(a) Adequacy and source of water supply and compliance with the City of Veneta Water Master Plan.

Response: The proposed development will tie into the existing system, a 10" water main in Jeans Rd at the intersection of Hope Ln and extend to all proposed lots. Domestic water service will be sized during public improvement process, and final water pipe sizing will be completed during the Public Improvement Project (PIP) process. Fire hydrant spacing will meet requirements in uniform fire code.

(b) A statement detailing the storm water runoff and drainage impact the new development will have on areas beyond the subdivision and in compliance with the City's Stormwater Master Plan and Section 5.16 of the Veneta Land Development Ordinance. The developer, city and impacted property owners shall work closely with each other so that adverse impacts of storm water runoff (in terms of both quantity and quality) from the new development are alleviated or avoided and that all necessary storm sewer and drainage facilities will be installed prior to or concurrent with the subdivision.

¹² Attachment: Oakley Estates Utility Plan

¹³ Attachment: Type C Tree Removal Application

Section 5.16(1) Stormwater Detention and Treatment

For all projects that create greater than or equal to 1000 square feet of new impervious surface, stormwater detention and treatment facilities shall be provided. Detention and treatment facilities shall be designed and sized according to the City of Portland Stormwater Management Manual, Revision #4, August 1, 2008 which is adopted as the City's Stormwater Management Manual. Where the manual and this section conflict, this section shall prevail.

Response: This tentative subdivision will create more than 1,000 square feet of new impervious surface. Surface water drainage will be in conformance with City of Veneta Design Standards and Improvement Requirements (Articles 6 & 7). The attached utility plans from A&O¹⁴ show in detail the proposed storm drainage solution. Runoff from all impervious surfaces for all lots will be diverted through storm laterals as shown on engineering sheets C2.0-2.3. The storm laterals will also be used for retaining wall drainage on individual lots as necessary.

All stormwater will be routed to detention ponds that meet detention and treatment requirements in the Portland Stormwater Management Manual, 2008. The pond outlet structure is designed to limit outflow to open channels to existing peak flow rates.

(c) Proposed method of sanitary sewage disposal and compliance with the City of Veneta Wastewater Master Plan.

Response: See attached engineering utility plans (sheets C-2.0 and C-2.3)¹⁴ that show the proposed wastewater sewer layout and laterals.

Final routing to be determined during the Public Improvement Project (PIP) process. Gravity system flows to a northeast pump station, then wastewater is pressurized and pumped south into the public system. Proposed wastewater pump station to be designed during public improvement process. Pressure system ends at Wastewater Maintenance Hole No. 1(WWMH#1)¹⁵ and then gravity carries flows into existing public system.

All sanitary sewer infrastructure will comply with the City of Veneta Wastewater plan.

Joint trenching routing is conceptual. Franchise providers to provide final design. Emerald People's Utility District (EPUD) to provide electrical design for the project. Facilities are available to the site in Jeans Road right-of-way. Charter cable to provide cable/internet design for the project. Facilities are available to the site in Jeans Road

(d) Protective covenants and deed restrictions to be recorded, if any.

Response: Any protective covenants and deed restrictions will be developed prior to final plat approval and recording.

(e) The time the proposed improvements are to be made or installed.

Response: Assuming the tentative subdivision proceeds smoothly, construction is proposed to commence in 2022.

(f) A statement of how the traffic impacts to facilities as identified in the Traffic Impact Analysis (TIA) and supported by the City's Traffic Engineer, shall be mitigated by the developer as part of the improvements for the Site Plan, Subdivision, Planned Development (PD), or Specific Development Plan (SDP).

¹⁴ Attachment: Oakley Estates Utility Plan

¹⁵ Attachment: Oakley Estates Utility Plan, Sheet C-2.3

Response: Please see attached Traffic Impact Analysis Report from Sandow Engineering¹⁶. Preexisting issues outside the development concerning Jeans Road and Territorial are discussed with recommendations to fix the problem.

(g) A statement of how the lot or parcel was created and proof that the parcel is a legal lot created with City approval, Recorded deeds after July 8, 1969 without proper city approval will not be accepted as proof that the lot(s) or parcel(s) were legally created.

Response: All five lots were created legally either through the county or through city approved partitions after annexation. Please see analysis at the end of this statement and deeds included in this application.

(8) Supplementary Information. The following supplemental information may be required.

- (a) If the proposed subdivision meets the 15% slope criteria defined in Section 1.06(1) of this ordinance, the applicant shall comply with Section 1.06.***
- (b) The applicant is required to submit any additional information as may be required by the Planning Commission to assist in evaluating the request.***

Response: All slopes are less than 15% in this proposed subdivision. See Grading Plan sheets C-3.0 to 3.2 within the A&O utility plans, referenced below. The applicant will submit additional information if required by the Planning Commission.

Section 4.03 REVIEW OF TENTATIVE PLAN APPLICATIONS

At tentative plan application shall be approved, approved with conditions, or denied based on the standards found in the following sections of the Land Division Ordinance, Land Development Ordinance, and other sources specified in this Section:

- 1) The transportation system supports the new development and provides vehicular, bicycle, and pedestrian access to each lot in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and the Veneta Transportation System Plan.***
- 2) Each lot will be served with sanitary sewer (or septic systems), water, and other public utilities in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and City utility plans.***
- 3) The surface water drainage shall be in conformance with the City's Drainage Master Plan and other applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).***
- 4) Topography, floodplain, wetlands, and vegetation have been incorporated into the subdivision design in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).***
- 5) Development of any remainder of property under the same ownership can be accomplished in accordance with city requirements.***
- 6) Adjoining land can be developed or is provided access that will allow its development in accordance with city requirements.***
- 7) The proposed preliminary plat complies with all of the applicable city requirements, including Design Standards (Article 6), Improvement Requirements (Article 7), and the requirements of the zoning district in which the property is located (Land Development Ordinance).***

Response: The above criteria are addressed in detail below under Articles 6 and 7.

¹⁶ Attachment: Transportation Impact Analysis (TIA)

Article 6 - Design Standards

Section 6.02 STREET DESIGN STANDARDS

1) General. The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried, considering the terrain. Where location is not shown on the street plan or in a development plan, the arrangement of streets shall either:

A. Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sacs shall be allowed only when one or more of the following conditions exist:

- 1. Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.**
- 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or**
- 3. Where streets would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of October 1, 1998 which preclude a required street connection.**

Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible."

Response: The development is accessed by New Hope Parkway and Hope Ln from the south or Todd way from the east. Todd Way ends at the western boundary of the new development, but it could be extended if the owners to the west decide to develop taxlot 1100.

Fern Ridge Reservoir borders the development to the north and therefore there are no connecting streets north of the subdivision.

Wetlands and public space in the western part of the development limit the connectivity, therefore Cornerstone Dr is a stub in the tentative subdivision.

Applicant will pursue a right-of-way dedication for the west end of the existing Todd Way according to City ordinance and application process. This dedication is required to accommodate proposed street and parcel configuration, support requirements for "T" intersections and provide adequate space for stormwater collection and treatment facilities in the general vicinity.

2) Standard right-of-way and street widths. The width of streets shall be adequate to fulfill city specifications as provided for in SECTION 7.02 of this Ordinance, and, unless otherwise indicated on a development plan or approved by the Planning Commission, streets shall have:

Response: The right-of-ways for Todd Way and New Hope Lane are 60', standard for local streets. All other streets and a portion of Todd Way have a 50' right-of-way.

3) Alternatives to Standard Street design. The Planning Commission, in consultation with Lane County Fire District #1 and Lane Transit District may approve alternate street right-of-ways and paving widths when the benefits of standard right-of-way or paving width are outweighed by the benefits of feasible alternatives. Alternatives to street design may include things like narrower or varying street widths, medians, and bulb-outs at intersections. Considerations include:

A. Emergency vehicle access

B. Self-protection of structures using sprinkler systems or other fire prevention means

- C. Curb and sidewalk design that accommodates emergency vehicles and storm drainage (such as rolled curbs)**
- D. Provision for generous parking on site that would eliminate need for on-street parking**
- E. Location of proposed street relative to other streets (block length and connectivity)**
- F. Provision of transit service through special agreements and facilities**
- G. Pedestrian safety, particularly at intersections**
- H. Adequate rights-of-way or easements for public utilities**
- I. Existing development that limits paving and right-of-way widths**
- J. Topography**
- K. Environmental impacts**

Response: Oakley Way, Raised Lane, New Hope Parkway, Cornerstone Drive and a portion of Todd Way all have street widths of 32', narrower than the standard 36' width. Narrower street widths are proposed to minimize impacts to the hillside and runoff from the wider streets. Please see cross sections shown on sheet C4.0¹⁷ that include on-street parking and full street improvements. Note that note that only the paving width is narrower. In comparison to paving standards from other jurisdiction, such as the City of Eugene, standard paving for a street with parking on both sides is 28 ft.

4) Reserve Strips. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission or Building and Planning Official. One foot reserve strips are used across the ends of stubbed streets adjoining undivided land or along half streets adjoining undivided land, and they shall be designated as such. Reserve strips may also be parallel to the right-of-way as a means of access control (prohibiting driveway access). Reserve strips shall have separate legal descriptions and documentation, and dedication shall be identified on the plat.

Response: Reserve strips are planned and will be included in the final plat for the ends of all stubbed streets.

5) Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuation of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction.

Response: All intersections of public streets in the development are aligned along their center lines.

6) Future extensions of streets. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets must have a turn-around. Reserve strips may be required to preserve the objectives of street extensions.

Response: Reserve strips are planned and will be included in the final plat for the ends of all stubbed streets. There is turn around area for all emergency vehicles at the end of Tanglewood Way and Cornerstone Drive.

7) Division of property. Property with frontage onto two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.

Response: The property does not have frontage on two or more streets and no roads are presently within the lot. Todd Way is the only road that ends at the boundary of the property.

¹⁷ Attachment: Oakley Estates Utility Plan, Sheet C-4.0

8) Intersection angles. Streets shall be laid out to intersect at right angles, and all other conditions shall require a variance. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.

Response: All intersections in the proposed plans are at right angles except the intersection of New Hope Parkway and Raised Lane is at a slight angle in order to avoid most of the existing wetland.

9) Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided in accordance with the Veneta Transportation System Plan at the time of the land division.

Response: Todd Way is the only existing street adjacent to this tentative subdivision. With a 60 ft right-of-way it is of adequate width. See attached tentative subdivision plan¹⁸.

10) Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition when in conformity with the other requirements of these regulations and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to the tract to be divided, the other half of the street shall be provided within such tract. Reserve strips may be required to preserve the objectives of half streets.

Response: There are no half streets in this tentative proposal.

11) Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet. A cul-de-sac shall terminate with a circular turn-around.

Response: There is one cul-de-sac in this tentative proposal on Oakley Way. It exceeds 400 feet but there is a 20ft access easement that connects through to Todd Way.

12) Street names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Commission and Lane County

Response: All new streets in this plan have unique names for the city and county.

13) Grades and curves. Grades shall not exceed six (6) percent on arterial, ten (10) per cent on collector streets or fifteen per cent on other streets. Center line radii of curves shall not be less than 300 feet on major arterial, 200 feet on secondary arterial or 100 feet on other streets. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.3 per cent.

Response: All streets will have slopes less than 5%.

15) Marginal access streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Response: There are no existing or proposed arterial streets in this tentative subdivision.

¹⁸ Attachment: Oakley Estates Subdivision

17) Access Management. New streets shall meet or exceed the minimum spacing requirements listed in the adopted Transportation System Plan (TSP). However, where no reasonable alternatives exist or where strict application of the standards would create a safety hazard, the City may allow a variance per Article 11 of the Land Development Ordinance (No. 493).

Response: The proposed street layout exceeds the minimum spacing requirements for local streets.

Section 6.04 BUILDING SITES

(1) 1. Size and shape. The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall comply with the following standards:

(a) Width. Minimum lot widths shall be as specified in the Land Development Ordinance.

Response: A portion of lots in this tentative subdivision are less than the 60' minimum width. We are therefore following the guidance under VLDO No. 493 Section 4.03 section 5 (E) and providing public space so that these smaller lot widths are allowed.

(b) Depth. Each lot or parcel shall have an average depth between the front line and lot or parcel rear line of not less than 80 feet and not more than 2.5 times the average width between the sidelines. Exceptions are allowed for lots designed for single-family attached dwellings and for lots that are currently non-conforming and will be brought closer to conformity.

Response: None of the proposed lots will have an average depth less than 80 feet or more than 2.5 times the average width. See attached tentative subdivision plans¹⁹ for dimensional details.

(c) Area. Each lot or parcel shall comprise a minimum area as specified in the Land Development Ordinance.

Response: A minimum lot size of 6,000 square feet is required in the General Residential (GR) zone, per VLDO No. 493. However, a third of all proposed lots are less than this standard (5489 sq ft area minimum; see attached tentative subdivision plans for lot dimension details). We are therefore following the guidance under VLDO No. 493 Section 4.03 section 5 (E) and providing public space so that these smaller lots sizes are allowed.

(d) In areas that will not be served by a public sewer minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.

Response: All proposed lots will be served by public sewer connected to Proposed Wastewater Pump Station depicted on engineering map, sheet C-2.3²⁰ where pressure system ends at Wastewater Maintenance Hole No.1 (WWMH#1) and gravity carries flows into public system.

(e) Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission.

¹⁹ Attachment: Oakley Estates Subdivision

²⁰ Attachment: Oakley Estates Utility Plan

Response: This proposed tentative subdivision is intended for development of single-family detached housing. No commercial or industrial uses are proposed on this site, therefore this requirement is not applicable.

(f) The minimum lot size for flag lots shall be calculated for the area exclusive of the portion of the lot that provides access.

Response: The flag lot area has been calculated exclusive of the portion of the lot that provides access as required and is greater than 6000 sqft. See tentative subdivision plans²¹ for areas.

(2) Access. Each lot and parcel (except those in the GR and RC zones intended for single-family attached housing) shall abut upon a street other than an alley for a width of at least 50 feet and 35 feet for a cul-de-sac. Flag lots shall be allowed in accordance with Section 6.04(5) below. A shared access and maintenance agreement between all lots within a flag lot partition is required prior to the application of final plat.

Response: All lots (excluding the flag lot) will abut a public street for at least 50 ft. All lots abutting the cul-de-sac are at least 35 ft on the property. The flag lot will be addressed in Section 6.04(5).

(3) Through lots and parcels. Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arteries or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet wide and across, to which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

Response: There are no through lots in this subdivision. This requirement is not applicable.

(4) Lot and parcel side lines. The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets and cul-de-sacs they shall be radial to the curve.

Response: All side lines run perpendicular to the streets upon which they face.

(5) Flag Lots.

(a) The Building and Planning Official may approve a flag lot that creates three (3) lots or less in conformance with the subdivision or partition requirements in this ordinance. Partition or subdivision requirements apply unless a more specific flag lot provision conflicts. Flag lot development of a unit of land possessing any one of the following characteristics shall be referred to the Planning Commission:

- 1. The unit of land has sufficient area to create more than 3 lots.***
- 2. Site is traversed by a natural drainageway or has demonstrated drainage limitations as shown on the utility plans required in Section 6.03(1)4 of this ordinance. Demonstrated drainage limitations are site or development conditions that prevent the unrestricted flow of water from areas draining through the site or that do not allow the extension of the system to serve such areas as per the City's Drainage Master Plan, or that prevent stormwater from being directed to storm sewers or to natural drainageways in accordance with the Land Division and Land Development Ordinances.***
- 3. Site includes Open Space and/or Greenway Areas designated on the Veneta Zoning Map as a Greenway subzone.***

²¹ Attachment: Oakley Estates Subdivision

- 4. Site has slopes of or greater than fifteen percent.
- 5. Site is located in a Flood Hazard subzone.
- 6. Site includes significant wetland resources, or is located within 50 feet of a wetland resource identified as locally significant in the Veneta Local Wetlands Inventory.

Response: There is one (1) flag lot in this tentative subdivision application.

(b) A flag lot is allowed only when the following requirements are met:

- 1. A unit of land cannot otherwise be divided in accordance with the provisions of the Land Development Ordinance and this ordinance.
- 2. Only one flag pole is proposed.
- 3. Minimum lot size and maximum lot coverage requirements of the zone can be met.

Response: The flag lot in this tentative subdivision application meets these requirements.

(c) Flag lot access pole. The pole portion of the lot must meet the following standards:

- 1. The pole providing access to:
 - a. A unit of land creating three (3) or less lots shall connect to a street and must be at least 20 feet wide for its entire length and have a paved surface of 12 feet, or 25 feet if the length from the centerline of the street right-of-way to the flag portion is more than 150 feet.
 - b. A parent parcel with the potential area to create more than three (3) lots shall connect to a street and must be at least 25 feet wide for its entire length with a paved surface of at least 18 feet.

Response: The proposed pole portion of the lot meets the above standards.

- 2. The access pole shall be shared by all lots, including existing dwellings, unless the Planning Commission or Building and Planning Official find shared access impractical.
- 3. A shared access and maintenance agreement between all lots shall be in a form approved by the City Engineer and City Attorney and that protects interests of property owners and the city. The agreement shall be recorded prior to the final plat.

Response: The access pole is for only one lot.

(d) Minimum Lot dimensions. No dimension of a flag lot may be less than the requirements of the zone, excepting the pole portion. All other lot dimension standards shall be met.

Response: As previously addressed in this document, all lot dimensions of the flag lot, excepting the pole portion, meets the requirements of the zone.

(e) Flag lot development standards. The following standards apply to development on flag lots:

- 1. Setbacks for panhandle lots shall be a minimum of 10 feet from all lot lines. Garages shall be set back a minimum of 20 feet from the front lot line abutting the pole.

Response: There is no development planned with this tentative subdivision application except for the creation of new lot lines.

Section 6.09 STORMWATER FACILITIES

For all projects that create greater than or equal to 1000 square feet of new impervious surface, stormwater detention and treatment facilities shall be provided. Detention and treatment facilities

shall be designed and sized according to the City of Portland Stormwater Management Manual, Revision #4, August 1, 2008 which is adopted as the City's Stormwater Management Manual. Where the manual and this section conflict, this section shall prevail. The intent of these requirements is as follows:

- 1) To maintain runoff peak flows at predevelopment levels**
- 2) To provide treatment of runoff to limit the transport of pollutants to area waterways.**
- 3) To limit accumulation of ponded water by discouraging the use of detention ponds and other centralized stormwater facilities through the dispersal of small detention and treatment facilities throughout a development. Preference shall be given to detention and treatment systems designed to drain completely within 24 hours to limit standing water.**
- 4) To encourage the use of vegetated treatment systems over structural pollution control devices. Exceptions or alternatives to the requirements and standards of the Stormwater Management Manual may be allowed by the City Engineer based on specific site conditions provided that detention and treatment requirements are met in conformance with the intent as stated above. Applicants are encouraged to use either the Simplified Approach or Presumptive Approach to size facilities. The following storm data (Eugene Airport) shall be used in sizing facilities.**

Response: Biofiltration/stormwater retention facilities are included in the engineering plans²². Please see Pond #2, Pond #3, vegetated flow separators connected to piped stormwater system and stormwater notes on engineering plan sheet C-2.3 and related detail on sheet C-4.2.

Article 7 – Improvement Requirements

Section 7.03 IMPROVEMENTS IN SUBDIVISIONS

The following improvements shall be installed at the expense of the sub-divider at the time of subdivision or as agreed upon as provided in Section 7.05. All improvements shall comply with the construction permit requirements of Veneta Municipal Code Chapter 12.05.

1) Streets. Public Streets, including alleys, within the subdivisions and public streets adjacent but only partially within the subdivision shall be improved. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be re-established and protected as provided in [ORS Chapter 92](#). Traffic impacts to facilities as identified in the TIA and supported by the City's consulting engineer, shall be mitigated by the developer as part of the public improvements of the Site Plan, Subdivision or PUD.

2) Surface drainage and storm sewer system. Drainage facilities shall be provided within the subdivision and to connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Detention and treatment within the subdivision shall be designed and sized according to the adopted City of Portland Stormwater Management Manual, Revision #4, August 1, 2008 and shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such area as per adopted Drainage Plan. This plan shall be approved by the City Engineer,

3) Sanitary Sewers. Sanitary sewers shall be installed to serve the subdivision and to connect the subdivision to existing mains and shall take into account the capacity and grade to allow for desirable extension beyond the subdivision. In the event it is impractical to connect the subdivision to the City sewer system, the Planning Commission may authorize the use of septic tanks if lot areas are adequate considering the physical characteristics of the area.

If sewer facilities will, without further sewer construction, directly serve property outside the subdivision, and the area outside the subdivision to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the City Council may construct as an assessment project with such arrangements as are desirable with the sub-divider to assure financing his share of the construction. If the City Council chooses not to construct the project as an assessment

²² Attachment: Oakley Estates Utility Plan

project the sub-dividers shall be solely responsible for the cost of improvements in accordance with City approved plans.

4) Water system. *Water lines and fire hydrants serving each building site in the subdivision and connecting the subdivision to existing mains shall be installed to the standards of the City, taking into account provisions for extension beyond the subdivision.*

5) Sidewalks. *Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision at the time a building permit is issued, except that in the case of arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available; and provided further, that in the case of streets serving residential areas having single-family dwellings located on lots equivalent to two and one-half or less dwellings per gross acres, the requirement of sidewalks shall not apply, provided there is no evidence of special pedestrian activity along the streets.*

6) Bicycle routes. *If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths.*

7) Street name signs. *Street name signs shall be installed at all street intersections to approved City standards.*

8) Street lights. *Street lights shall be installed in conformance with Veneta Municipal Code Chapter 15.15 and shall be served from an underground source of supply.*

9) Other. *The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.*

Response: All the above have been considered and/or are included in the tentative proposal. See attached tentative subdivision plans²³. The subdivider understands that these improvements come at their expense.

Supplemental Information

Tree Removal

A type C tree permit is part of this application

8.10.090 Type C permit.

(1) Approval to remove more than three trees on a single lot or parcel as part of a site plan review or amendment, subdivision, or partition application may be granted as a Type C permit in conformance with subsection (5) of this section.

(2) Type C permit applications shall be reviewed concurrent with the development review process. If a Type C permit or its associated development application is appealed, no trees shall be removed until the appeal has been resolved.

²³ Attachment: Oakley Estates Subdivision

(3) Submittal Requirements. The applicant must provide 10 copies of a tree maintenance and protection plan completed by a certified arborist that contains a summary of existing conditions and a mitigation plan as follows:

(a) Summary of existing conditions including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:

Response: Please see attached site Tree Plan²⁴ prepared by a qualified, registered professional containing topography and accessible treed areas. Due to limited accessibility, the surveyor was unable to access all areas of the site and as a result recent aerial imagery was used to augment the survey work and complete the tree plan. Should additional information be required, surveyor could return to the site when the ground is dry and more accessible.

...

(5) Approval Standards for Type C Permits. All Type C permits submitted as part of a proposed residential development shall be reviewed under Option A in subsection (5)(a) of this section unless the applicant chooses the alternative design review available in Option B in subsection (5)(b) of this section. All commercial and industrial developments shall comply with the criteria of Option B.

...

(a) Option A – Numerical Preservation Standard for Residential Developments. Existing trees must be preserved. The total tree diameter on the site is the total diameter of all significant trees on the site, minus the diameter of all exempt trees as defined by this chapter. The applicant must choose one of the following options. Calculations shall be in accordance with subsection (5)(c) of this section.

...

(i) If the site is larger than one acre, preserve at least 25 percent of the total tree canopy area on the site.

(c) Under Option A, when calculating the amount of tree diameter and the number of significant trees on the site, the applicant may choose one of the following methods of measurement:

...

(iii) Tree Canopy. When calculating the amount of tree canopy on the site, the total canopy area is based on the most recent aerial photograph available. If the most recent aerial photograph available is more than five years old, the applicant must provide a more recent photograph. (Ord. 483 § 9, 2008)

Response: Applicant seeks 8.10.090 Type C permit review under Option A in subsection (5).

According to 8.10.090 Type C permit, Subsection (5.c.iii) pursuant to Option A, applicant has calculated canopy area from most recent aerial photography available²⁵. With a total site area of 47.89 acres, which is larger than one acre specified in 8.10.090 subsection (5.a.iii), applicant proposes a site Tree Plan²⁶ that preserves 33 percent of the

²⁴ Attachment: Oakley Estates Tree Plan

²⁵ Attachment: Lane County 2021 Aerial Imagery

²⁶ Attachment: Oakley Estates Tree Plan

existing tree canopy, more than 25 percent of the total existing tree canopy area on the site. Please see attached Tree Plan²⁶ for more detail and table below for site tree canopy area calculations.

Wetlands

DSL WD # 2020-0407 Approval Notice dated May 19, 2021

18.10.30 Procedures for identifying significant wetlands.

The wetland regulations contained in this chapter apply to those areas identified as significant wetlands on the comprehensive plan wetlands map exhibit, and wetland sites meeting Division of State Lands criteria. Precise wetland boundaries may vary from that shown on the comprehensive plan wetlands map exhibit if an on-site delineation or other city-approved documentation indicate more accurate boundaries.

For any proposed development impacting significant wetlands or within 50 feet of identified significant wetlands, the applicant shall be required to conduct a wetland delineation to determine the precise wetland boundary for application of the Removal-Fill Law, and if applicable, the nature and extent of development impacts on adjacent wetlands. The more precise boundaries obtained through a wetland delineation can be identified, mapped, and used for review and development without a change in the comprehensive plan wetlands map exhibit. All developments proposed within or adjacent to a designated wetland area shall be subject to the provisions of this chapter and site plan review pursuant to Veneta's land development ordinance. (Ord. 419 § 3, 2000).

Response: Pursuant to 18.10.030: Procedures for Identifying significant wetlands, Schott and Associates, Inc submitted a Wetland Delineation/Determination Report for this site to the Department of State Lands (DSL) in July of 2020. DSL reviewed the delineation report, concurred with the wetland boundaries as mapped in the report, determined permit requirements, assigned a DSL Wetland Delineation (WD) identification number of 2020-0407²⁷, and declared the jurisdictional determination valid for (5) years. DSL WD # 2020-0407²⁸ has an Approval Issued Date of 5/19/2021 and an Approval Expires date of 5/19/2026.

DSL WD # 2020-0407 - The wetlands are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-waterline (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined).

Response: There are two impacted wetlands on this site. These include:

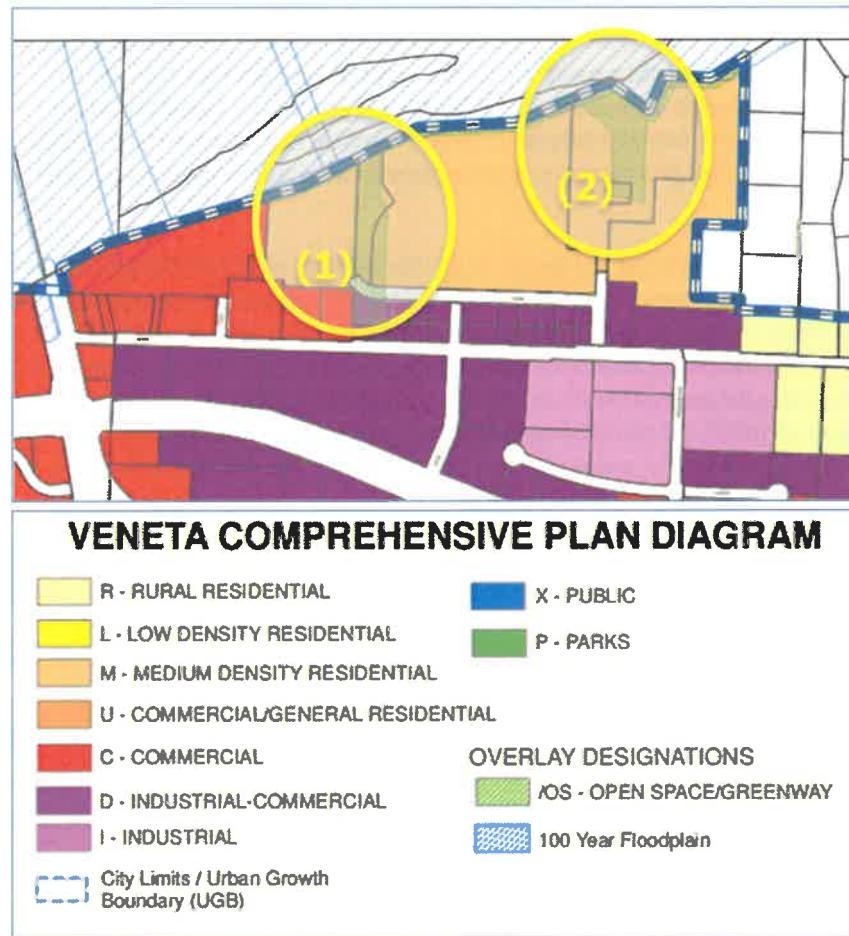
1. Wetland 1: This wetland has an area of 0.14 acres (6,098 sq. ft.), of which an area of approximately 0.13 acres (5,608 sq. ft.) is impacted because of intervening public right-of-way.
2. Wetland 6: This wetland has an area of 0.39 acres (16,988 sq. ft.), of which an area of approximately 0.13 acres (5,608 sq. ft.) is impacted because of intervening public right-of-way.

As accumulative fill or annual excavation exceeds 50 cubic yards, applicant will mitigate according to Division of State Lands (DSL), US Army Corps of Engineers and City of Veneta rules and regulations which includes and is not limited to a state permit. Application will be added in accordance with DSL post planning.

²⁷ Attachment: DSL WD # 2020-0407 Approval Notice

Greenway

According to the Veneta Comprehensive Plan Diagram (Comp Plan) adopted 9/25/2000 there are two Open Space/Greenway areas identified on the site. Please see map snip from the Comp Plan below:



Map 1: Veneta Comprehensive Plan Diagram

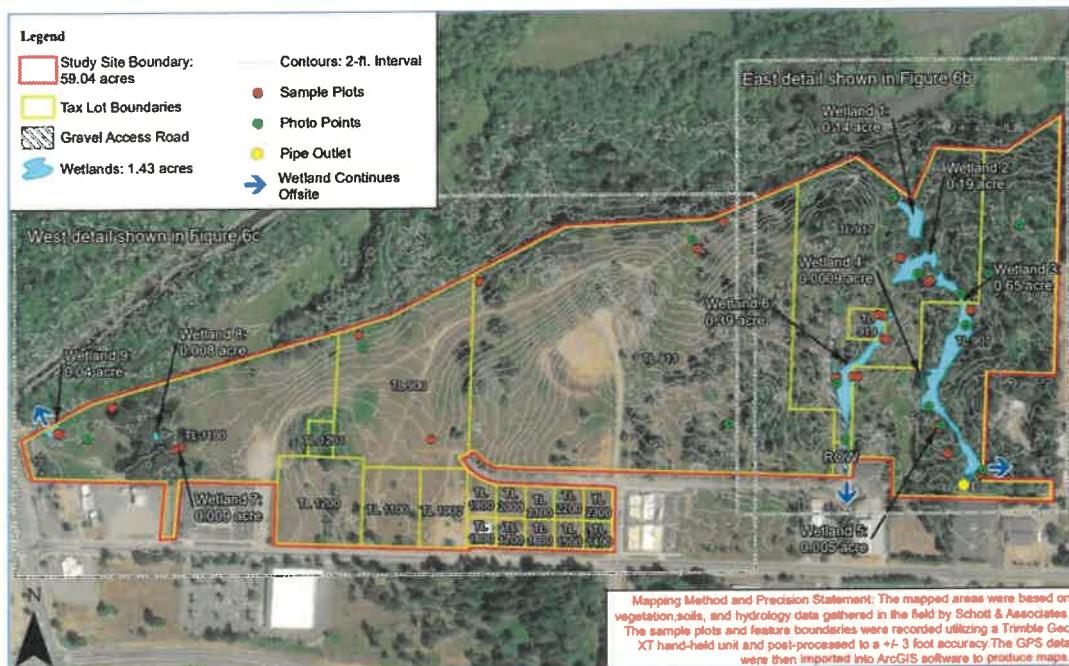
On the Veneta Comprehensive Plan One Open Space/Greenway (OS) overlay area (labeled 1) appears on the westerly portion of the site and the second (labeled 2) appears on the north easterly portion of the site. OS area (1) was determined to be in error by the Division of State Lands during review and approval of DSL WD # 2020-0407. OS area (2) was determined to be correct.

Accordingly, proposed subdivision will impact one Open Space/Green. Post planning, applicant will apply for a variance in accordance with Division of State Lands (DSL) and City of Veneta rules and regulations.

Map 2 figure below illustrates that no wetlands or greenway areas were identified in the westerly area of the site. The wetland delineation shows no evidence of Open Space/Greenway (OS) in area (1). From discussions and emails with City of Veneta Planning staff, this wetland delineation, DSL WD # 2020-0407²⁹ approved by DSL, validates that

²⁹ Attachment: DSL WD # 2020-0407 Approval Notice

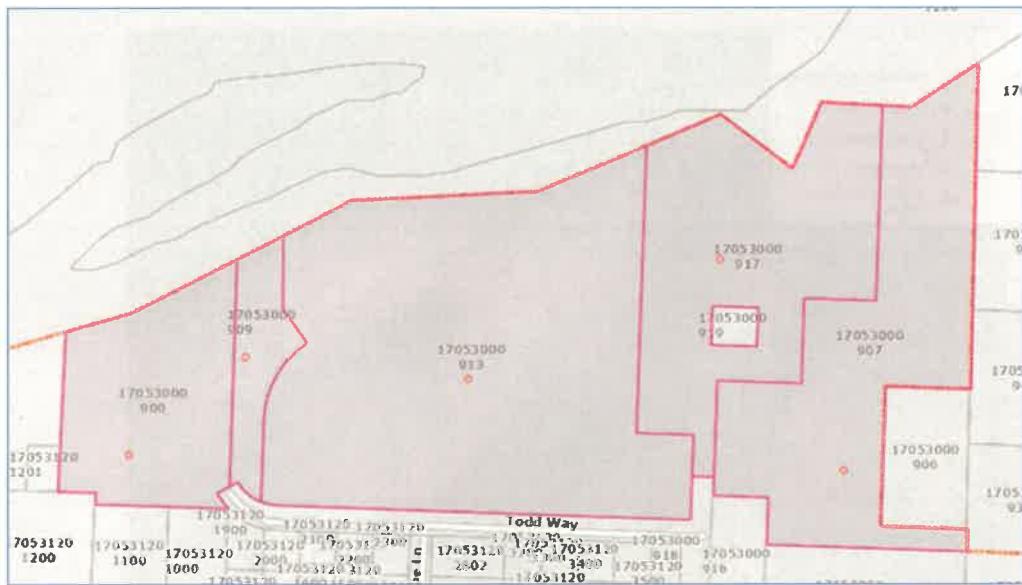
there is only one Open Space/Greenway (OS) in area. Applicant will apply for a variance in accordance with Division of State Lands (DSL) and City of Veneta rules and regulations for the second area on the north easterly portion of the site where two wetlands exist.



Map 2: DSL WD # 2020-0407: Figure 6a. Wetland Delineation, Map Overview

Map above illustrates the two wetlands that exist in the north easterly portion of the site.

Legal Lot Analysis



Map 3: Metro Planning Oz: All five taxlots

All taxlots in this tentative subdivision were created either through Lane County, the City of Veneta or created prior to any land, zoning or subdivision laws. Each has undergone further adjustments since their creation. Below summarizes the creation of each taxlot.

Taxlot 900 is the remainder of the original parent parcel of all subject properties. It was established in 1941 before land division, subdivision and zoning regulations in Lane County³⁰. Taxlot 907 was initially created by minor partition M516-79 (parcel 3) through Lane County³¹. It was adjusted further in land partition 2001-P1447³².

Taxlot 909 is lot 5 from Tanglewood First Addition (1981)³³. Taxlot 913 was deeded out in 1981, however this was after land division date of 1975 for Lane County. Therefore, it remains a part of taxlot 900. Taxlot 913 now consists of platted Lots 6,12 and 13 from Tanglewood First Addition (1981)³³ as well as a portion of taxlot 900.

Taxlot 917 was initially Parcel 2 in land partition 2001-P1447³². Taxlots 917 and 907 underwent a lot line adjustment in 2002³⁴ were further adjusted in 2002 to their present form.

All of the taxlots have undergone lot line adjustments. However, these adjustments were with all subject properties and not with properties not owned by the present owner³⁵.

³⁰ Attached: Deed Card A&T_TaxlotRecord_1705300000900.

³¹ Attached: Minor Partition M516-79.

³² Attached: plat 2001-P1447

³³ Attached: Tanglewood Park plat.

³⁴ Attached: Deed 2003-44202 Parcels IX and X

³⁵ Attached: Deed 2007-024493

Taxlot 919 is currently under City of Veneta ownership and requires a transfer of ownership. Applicant will follow all related ordinances, rules, and regulation to deed property from the City to Raised Developments Inc. ownership.

Comments City, Contracted Specialists, and Other Public Agencies

Transportation Comments

Lane County and ODOT, August 2022

(1) Land Division Ordinance 493, Article 4, Section 4.01, (b) Proposed Tentative Plan.

1.1 (Citynotes) Please update the TIA in response to Lane County Transportation Department's comments including:

"Lane County provided a TIA scope on 3/2/2022 to Sandow Engineering requiring the following at these two intersections – Jeans Rd at Territorial Hwy & Jeans Rd at Houston Rd (n):

- Existing traffic conditions on Lane County facilities.**
- Future traffic impacts of the proposal in terms of v/c, delay, queue blockage conditions**
- Pedestrian connection and crossing needs at the County facilities.**
- Traffic mitigations suggestions & the proposed traffic conditions post traffic mitigation efforts.**
- Timeline for implementation of recommended traffic safety mitigation alternatives.**

"While the intersection of Jeans Rd/Territorial Hwy is analyzed as requested, the intersection of Jeans Rd/Houston Rd (n) is not included. In addition, the Lane County scope also includes a requirement for bike and ped crossing demand analysis across Territorial Hwy that is not covered in the TIA. Please address these in the TIA."

Response: Sandow Engineering has updated the Transportation Impact Analysis³⁶ and provided the attached memorandum³⁷ to address Lane County Transportation Department comments.

1.2 (Citynotes) Please update the TIA in response to ODOT's memo dated July 19, 2022 (see attached) stating:

"ODOT Region 2 Traffic has completed review of the submitted traffic impact analysis (dated June 6, 2022) to address traffic impacts due to development north of Jeans Road along Todd Way and Hope Lane in the City of Veneta, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in June 2022. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Recommended analysis items to be addressed:

1. OR 126 has a posted speed limit of 55 MPH east of the OR 126 at Territorial Highway intersection.

2. Crash analysis:

³⁶ Attachment: Transportation Impact Analysis (TIA)

³⁷ Attachment: Oakley Estates 1st and 2nd TIA Memos

- *The study did not conduct a crash analysis for all study area intersections (OR 126 at Hope Lane, OR 126 at Huston Road, and Jeans Road Todd Way).*
- *The crash analysis should include a review for SPIS locations within the study area. OR 126 at Territorial Highway was a top 15% SPIS (2020) location and OR 126 at Huston Road was a top 10% SPIS (2020, 2019, and 2018) location.*

3. The OR 126 at Territorial Highway intersection has an alternative mobility target of 0.80 using a peak hour factor of 1.0 adopted by Oregon Highway Plan (OHP). The intersection was analyzed using a lower (more conservative) peak hour factor and is projected to meet OHP mobility target, therefore, updating the analysis would not have an impact on the results of the analysis.

https://www.oregon.gov/odot/Planning/OHP%20Registry/Consent_16_Attach_08_Lane%20County.pdf

4. The study applied a seasonal factor developed using a commuter trend. While it is accurate that OR 126 between Veneta and Eugene exhibits a predominately commuter influence, the highway is not solely a commuter trend, and also experiences influences of vehicles traveling to/from the coast. Therefore, Region 2 Traffic recommends that a more appropriate seasonal adjustment factor for the Department of Transportation Region 2 Tech Center 455 Airport Road SE, Building A Salem, Oregon 97301-5397 Telephone (503) 986-2990 Fax (503) 986-2839 2 of 2 OR 126 through movements be developed using an average of the commuter and coastal destination route trends. This will have an effect on the operational analysis results and could have an effect on the conclusions of the study.

5. In Table 7 the OR 126 at Territorial Highway NBR movement queue length for the 2029 Background should be 250, not 150. This results in a projected increase in queue length of 25 feet, not 125 feet.

6. Synchro reports for the Jeans Road at Todd Way intersection for the 2029 Build AM and PM peak hours were not included in Appendix E and should be included to confirm reported operations.

7. The study reviewed traffic signal warrant analysis at the Territorial Highway at Jeans Road intersection using MUTCD Warrant 3: Peak Hour and ODOT's Preliminary Signal Warrant and found that the intersection meets warrants using both methods.

- *Warrant 3 is typically only applicable in unusual cases such as at office complexes, manufacturing plants, or industrial complexes which attract or discharge large numbers of vehicles over a short period of time. Analysis using Warrant 1 and Warrant 2 would be more appropriate in this case.*
- *Appendix G, ODOT's Preliminary Signal Warrant, was not included and should be added to the study to confirm the results.*

Proposed mitigation comments:

8. ODOT maintains jurisdiction of the Florence Eugene Highway No. 62 (OR 126) and ODOT approval shall be required for all proposed mitigation measures to this facility. No mitigation measures to a state highway have been proposed. This conclusion may be appropriate, but Region Traffic is unable to assess the effects comment #4 above will have on the operations results or the conclusions of the study without reanalysis.

9. While not a state facility, Region 2 Traffic has the following concerns regarding the proposed mitigation measures at the Territorial Highway at Jeans Road intersection:

- **As noted in the study, installation of interim mitigations should administer proportionate shares that may be more appropriate than installing an interim mitigation.**
- **Region 2 Traffic has concerns regarding projected queue lengths following conversion of the intersection to either all way stop control (AWSC) or a traffic signal. In the 2029 Build conditions the northbound queue is projected to extend to the OR 126 at Territorial Highway intersection, potentially impacting operations.**

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

It is likely that comment #4 will have an effect on the operational analysis results which may be significant enough to have an effect on the conclusions of the study.

If there are any questions regarding these comments, please contact (971) 208 1290 or Arielle.Ferber@ODOT.state.or.us"

Response: Sandow Engineering has updated the Transportation Impact Analysis³⁸ and provided the attached memorandum³⁹ to address ODOT's memo dated July 19, 2022.

Tree Removal & Mitigation Plans

City, August 2022

(2) Land Division Ordinance 493, Article 4, Section 4.01, (e) Tree Removal & Mitigation Plans. If development of the proposed plan will require removal of significant trees as defined by Veneta Municipal Code 8.10, detailed tree removal and mitigation plans are required. Plans shall be in conformance with VMC 8.10.

- 2. Tree Plan does not identify heritage trees and significant trees which are within 50 feet of the edge of the development envelope. Arborist report is missing. Tree protection statement missing. Mitigation Plan is missing.***

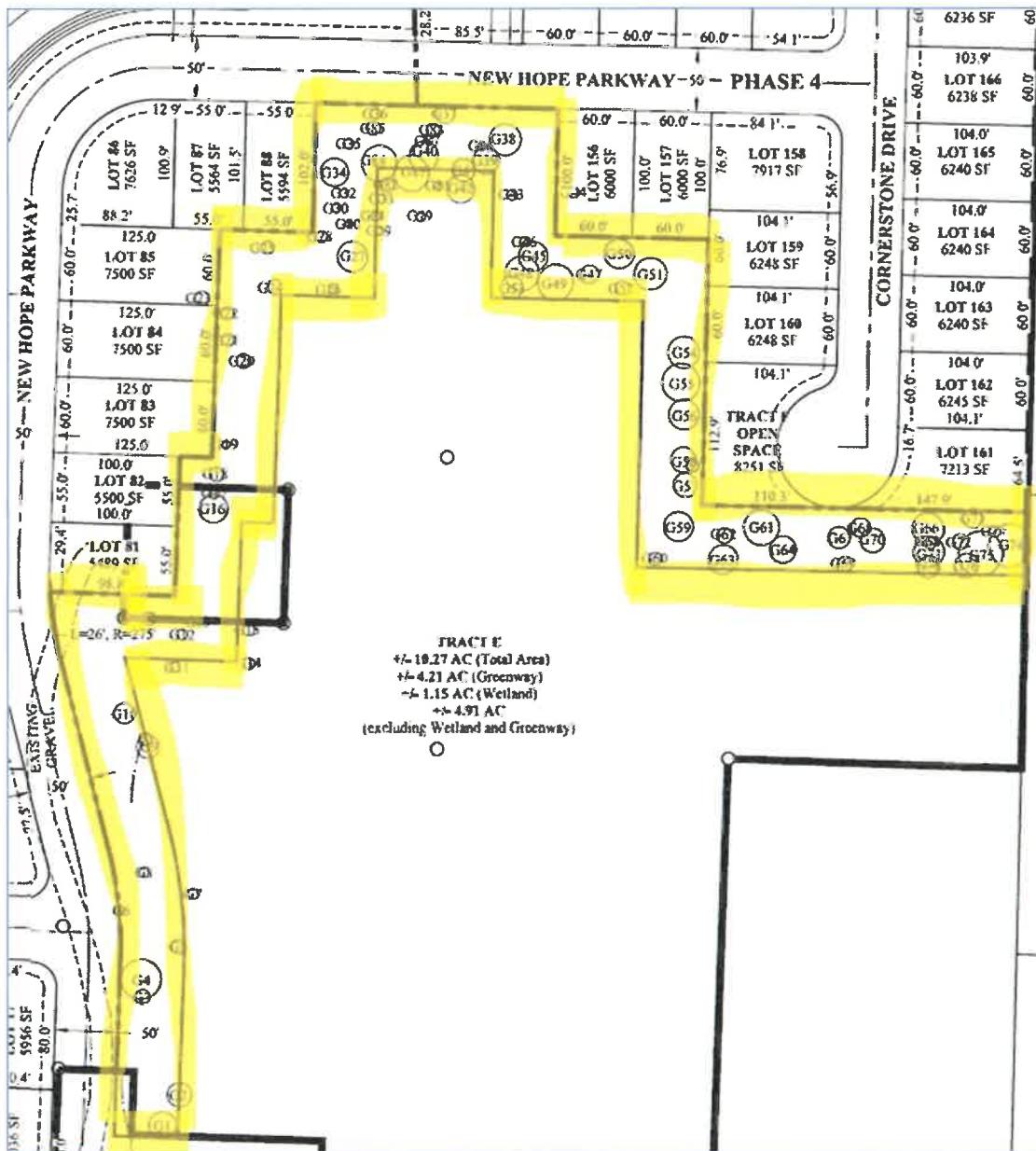
Response: Applicant commissioned a licensed arborist to revisit the site and identify significant and heritage trees that are within 50 feet of the edge of the development envelope, also referred to as the Greenway (GW). Please attach the GW tree inventory map.⁴⁰

³⁸ Attachment: Transportation Impact Analysis (TIA)

³⁹ Attachment: Oakley Estates 1st and 2nd TIA Memos

⁴⁰ Attachment: GW Tree Inventory Map

Map 1 GW Tree Inventory Map



Map 4 Snip from Tree Plan Map showing heritage and significant trees within 50 feet of the edge of the development envelope or Greenway, area highlighted in yellow.⁴¹

⁴¹ Attachment: GW Tree Inventory Map

Within the attached arborist written report, please find a tree protection statement and a mitigation plan (Significant tree retention and protection, pages 1-2). 42 Attached, see Greenway (GW) tree inventory map and image of the site (also shown above) identifying trees within 50 feet of the edge of the development envelope.

Map: Oakley Estates Subdivision



Map 5 Oakley Estates Subdivision with GW highlighted in yellow. 43

Table: Oakley Estates – Heritage Trees within 50 feet of the edge of the Development Envelope

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G16	Heritage	22	45	25	<i>Quercus garryana</i>	Oregon White oak	Co-dominant
G27	Heritage	24	35	25	<i>Quercus garryana</i>	Oregon White oak	Co-dominant x 4
G39	Heritage	21	70	30	<i>Quercus garryana</i>	Oregon White oak	
G40	Heritage	23	65	30	<i>Quercus garryana</i>	Oregon White oak	Co-dominant x2
G42	Heritage	22	75	35	<i>Quercus garryana</i>	Oregon White oak	
G57	Heritage	19	80	35	<i>Quercus garryana</i>	Oregon White oak	Dieback
G59	Heritage	23	75	35	<i>Quercus garryana</i>	Oregon White oak	

Table 1: Oakley Estates Heritage Trees44

Sheet 1 of 1

⁴² Attachment: GW Arborist Report

⁴³ Attachment: Oakley Estates Subdivision

⁴⁴ Attachment: GW Tree Inventory

Table: Oakley Estates – Heritage Trees and Significant Trees within 50 feet of the edge of the Development Envelope

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G1		21			<i>Pinus ponderosa</i>	Ponderosa pine	
G2		19				Doug-fir	
G3		11				Oak	
G4		31			<i>Quercus kelloggii</i>	California black oak	Dieback
G5		11				Oak	
G6		8				Oak	
G7		8				Oak	
G8		8				Oak	
G9		18				Cottonwood	
G10		16				Oak	Co-dominant
G11		8				Oak	
G12		8				Oak	
G13		7				Oak	
G14		9				Ash	
G15		9				Oak	
G16	Heritage	22	45	25	<i>Quercus garryana</i>	Oregon White oak	Co-dominant
G17		7				Oak	Trunk scar
G18		11				Oak	
G19		6				Oak	
G20		11				Oak	
G21		10				Oak	
G22		10				Oak	

Table: Oakley Estates Heritage Trees and Significant Trees

Sheet 1 of 4

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G24		12				Oak	
G25		10				Oak	
G26		8				Oak	
G27	Heritage	24	35	25	<i>Quercus</i> <i>garryana</i>	Oregon White oak	Co-dominant x 4
G28		9				Oak	
G29		6				Oak	
G30		7				Oak	
G31		7				Oak	
G32		7				Oak	
G33		7				Oak	
G34		22				Doug-fir	
G35		8				Oak	
G36		8				Oak	
G37		15				Oak	Co-dominant x2, top out
G38		25				Doug-fir	
G39	Heritage	21	70	30	<i>Quercus</i>	Oregon White	
G40	Heritage	23	65	30	<i>Quercus</i> <i>garryana</i>	Oregon White oak	Co-dominant x2
G41		18			<i>Quercus</i> <i>kelloggii</i>	California black oak	Co-dominant x2
G42	Heritage	22	75	35	<i>Quercus</i> <i>garryana</i>	Oregon White oak	

G43	8		Oak	Storm-damaged
G44	32	<i>Quercus kelloggii</i>	California black oak	Co-dominant x3, leans into Greenway
G45	23	<i>Quercus kelloggii</i>	California black oak	Co-dominant x2, leans into Greenway

Table: Oakley Estates Heritage Trees and Significant Trees

Sheet 2 of 4

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G46		8				Oak	
G47		14				Oak	
G48		27				Doug-fir	
G49		28				Doug-fir	
G50		23			<i>Quercus kelloggii</i>	California black oak	Co-dominant x2
G51		25				Doug-fir	
G52		11				Oak	Storm-damaged, Leans into Greenway
G53		18			<i>Quercus kelloggii</i>	California black oak	Basal decay, Leans into Greenway
G54		25				Doug-fir	
G55		30			<i>Quercus kelloggii</i>	California black oak	Co-dominant x2
G56		24				Doug-fir	
G57	Heritage	19	80	35	<i>Quercus garryana</i>	Oregon White oak	Dieback
G58		20				Doug-fir	
G59	Heritage	23	75	35	<i>Quercus garryana</i>	Oregon White oak	
G60		10				Oak	Basal decay

G61	28		Doug-fir	
G62	12		Oak	Co-dominant x2, Leans into Greenway
G63	23		Doug-fir	
G64	21	<i>Quercus kelloggii</i>	California black oak	Leans into Greenway
G65	15		Oak	
G66	25	<i>Quercus kelloggii</i>	California black oak	Co-dominant x2

Table: Oakley Estates Heritage Trees and Significant Trees

Sheet 3 of 4

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G67		17				Oak	Co-dominant x2
G68		9				Oak	Co-dominant x2, poor union
G69		12				Oak	
G70		19			<i>Quercus kelloggii</i>	California black oak	
G71		24				Doug-fir	base touches #73
G72		12				Oak	
G73		15				Oak	Co-dominant x2, base touches #71
G74		34			<i>Quercus kelloggii</i>	California black oak	Co-dominant x2
G75		35			<i>Quercus kelloggii</i>	California black oak	Co-dominant x2
G76		19				Ash	Co-dominant x2, basal decay
G77		9				Oak	Leans into Greenway
G78		17				Oak	Co-dominant x2, basal decay

G79	7	Oak	
G80	6	Oak	
G81	7	Ash	
G82	11	Alder	Co-dominant x2
G83	10	Oak	Co-dominant x2
G84	6	Ash	
G85	14	Oak	Co-dominant x3
G86	6	Ash	Storm-damaged, leans into Greenway
G87	7	Ash	

Table: Oakley Estates Heritage Trees and Significant Trees 45

Sheet 4 of 4

(5) *Supplementary Information. The following supplemental information may be required.*

- (a) *If any portion of the proposed partition is located within the steep slope subzone, the applicant shall submit on-site and adjacent off-site data to insure that proposed developments are within the carrying capacity of the natural resources as required by the Land Development Ordinance.***
- (b) *The applicant is required to submit any additional information as may be required by the Building and Planning Official or Planning Commission to assist in evaluating the request.***

Notes:

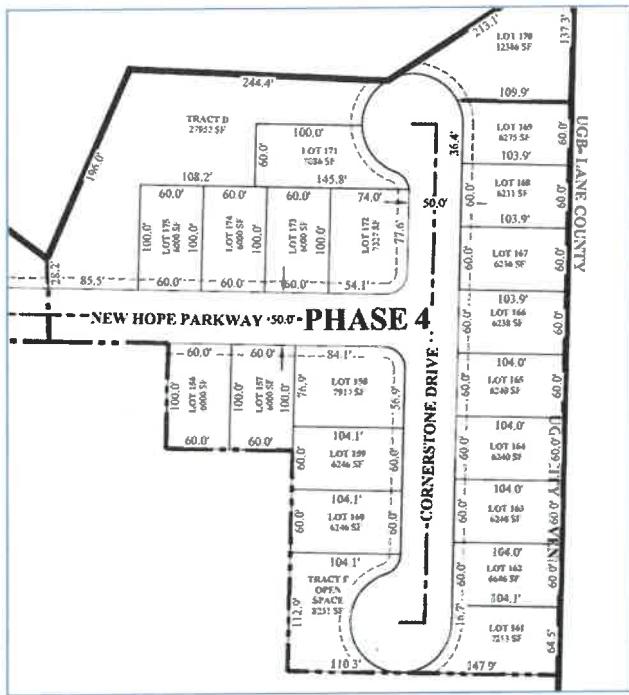
The proposed short street stubs serving Lots 92-99 and 168-172 should either be private drives or end in a cul-de-sac bulb.

Response: Proposed short street stubs serving Lots 92-99 and 168-172 at the north and sound ends of Cornerstone Drive are now proposed to end with cul-de-sacs. Please see attached subdivision⁴⁶ and utility Plans⁴⁷, as well as map snip below from attached subdivision.

⁴⁵ Attachment: GW Tree Inventory

⁴⁶ Attachment: Oakley Estates Subdivision

⁴⁷ Attachment: Oakley Estates Utility Plan



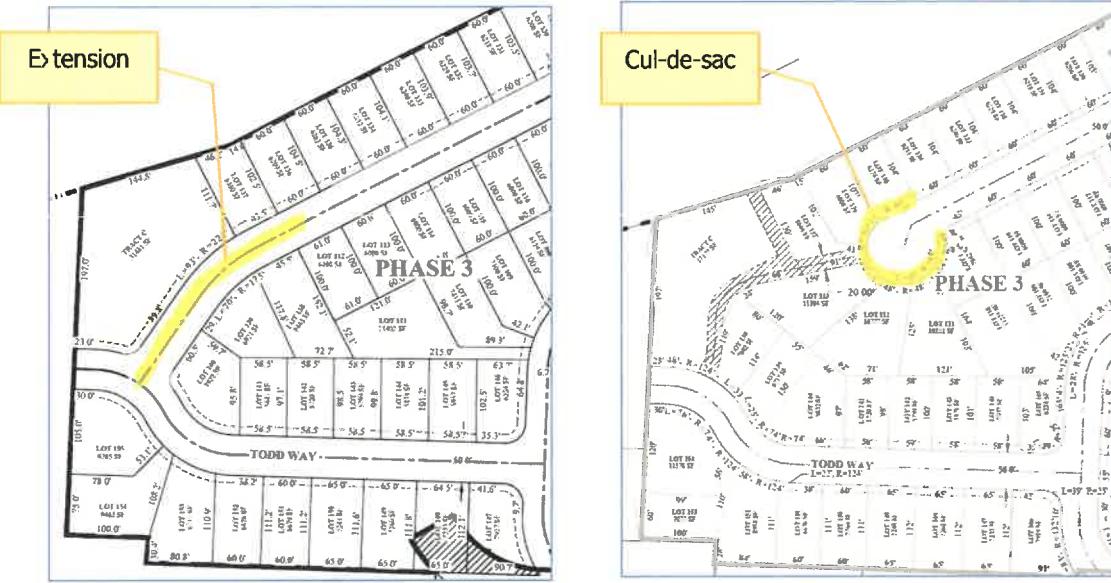
Map 6 Cul-de-sacs at ends of Cornerstone Drive

Separately, there is an issue with the western end of Todd Way as proposed given it creates two land locked parcels that are not part of the application. Please propose a solution to address this. As shown, a right-of-way vacation for the western end of Todd Way would be necessary and off-site properties would need to sign off on the right-of-way vacation thus making them a part to this subdivision application request and needing to sign the application form.

Response: To resolve issue with the western end of Todd Way, applicant proposes removal of cul-de-sac at the west end of Oakley Way and extension to Todd Way. Please see attached subdivision48 and utility Plans49 and maps below that illustrate change.

48 Attached: Oakley Estates Subdivision

49 Attached: Oakley Estates Utility Plan

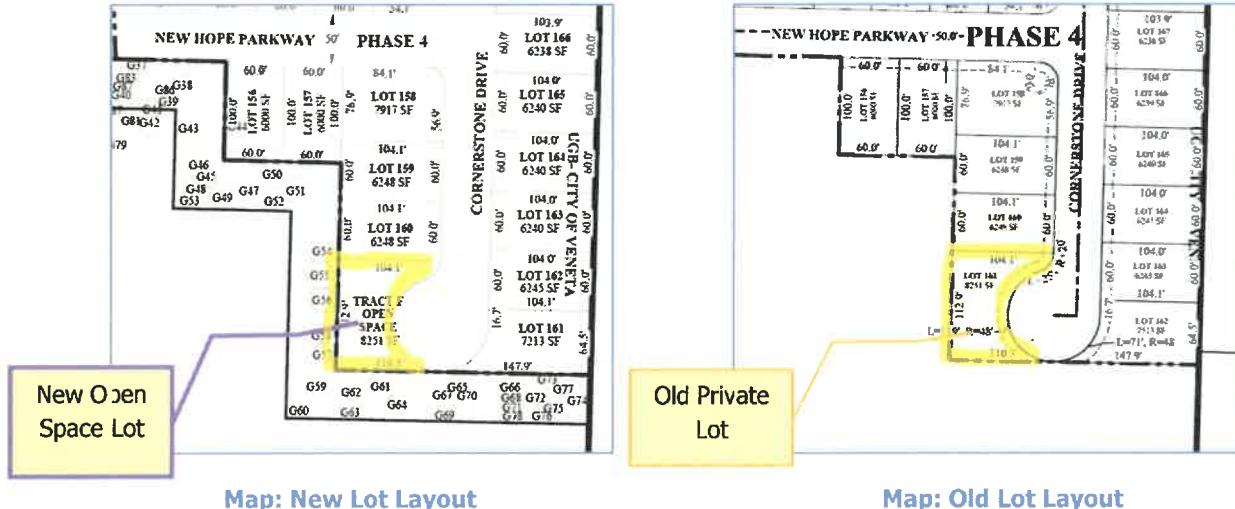


Map: New Lot Layout with extension to Todd Way Map: Old Lot Layout with Cul-de-sac

(aa) Additional Supplementary Information.

Response: Applicant made minor modifications to the subdivision lot layout to increase space for tree preservation as well.

See example below that illustrate changes:



This change provides an additional 8,251 SF space for tree root protection and preservation.

Transportation Memo

Sandow Memo, November 17, 2022

1. ***The submitted TIA finds the intersection of Jeans Road and Territorial Highway does not meet v/cration standards with the project in place. Veneta Land Division Ordinance (VLDO) No. 494 states in Section 7.03(1) "Traffic impacts to facilities as identified in the TIA and supported by the City's consulting engineer, shall be mitigated by the developer as part of the public improvements of the Site Plan, Subdivision or PUD." Please provide information on transportation impacts and clarify what mitigation solutions are being proposed with this application.***

Response: Please see Technical Memorandum from Sandow Engineering dated December 7, 2022.5051

2. ***The application contains a request for alternative street design standards including 50' right of way width and 32' pavement width on many of the local streets within Oakley Estates. Pursuant to VLDO No. 494, Section 6.02(2) the standard for local streets is 60' right of way width with 36' paved width. Section 6.02(3) does allow for alternative street design standards in limited situations. In order to utilize the alternative design standards it must be shown that the benefits of standard right of way and paving are outweighed by the benefits of the alternative standards. Please provide additional information on the benefit analysis of the street design as well as evidence showing consultation and agreement on the proposed alternative standard by Lane County Fire District #1 (Lane Fire Authority).***

Response: Please see Written Statements and referenced attachments below in context of articles and design standards.

Article 6 – Design Standards

Section 6.02 STREET DESIGN STANDARDS, November 2022

- 2) ***General. The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried, considering the terrain. Where location is not shown on the street plan or in a development plan, the arrangement of streets shall either:***

 - A. Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sacs shall be allowed only when one or more of the following conditions exist:***
 - 1. Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.***
 - 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or***
 - 3. Where streets would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of October 1, 1998 which preclude a required street connection.***

Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible."

Response: The development is accessed by New Hope Parkway, Hope Lane and Todd Way from the south. Todd Way ends at the western boundary of the new development but could be extended if the owners to the west decide to develop tax lot 1100. Please see attached subdivision plan52.

The property is constrained on its norther boarder by Fern Ridge Reservoir, constrained internally with protected wetlands and protected trees, and constrained with significant slope across the site. As a result, there are no connecting streets north of the subdivision. Cornerstone Drive ends in cul-de-sacs to accommodate the reservoir to the north and wetlands and public space to the south, and most streets have been reduced in width, proposed as an alternative according to VLDO No. 494, Section 6.02 (2) and (3).

Applicant will pursue a right-of-way dedication for the west end of the existing Todd Way according to City ordinance and application process. This dedication is required to accommodate proposed street and parcel configuration, support requirements for "T" intersections and provide adequate space for stormwater collection and treatment facilities in the general vicinity.

3) Standard right-of-way and street widths. The width of streets shall be adequate to fulfill city specifications as provided for in SECTION 7.02 of this Ordinance, and, unless otherwise indicated on a development plan or approved by the Planning Commission, streets shall have:

Type of Street	Standard Right-of-Way	Standard Paved Width	Sidewalks
Major Collector	60' *	34'	yes
11' travel lanes, 6' bike lanes, no parking			
Minor Collector	60'	38'	yes
10' travel lanes, 5' bike lanes, 8' parking on one side			
Local Street	60'	36'	yes
10' travel lanes, 8' parking on both sides			
Cul-de-Sac	50'	36'	yes
10' travel lanes, 8' parking on both sides			
Radius for turn-around at end of cul-de-sac	50'	40'	yes
No parking in cul-de-sac bulb			
Alley	16'	12'	no
* Bolton Hill Road requires 70' right-of-way to meet Lane County standards.			

Table 1 Veneta Land Division Ordinance No. 494 Sec. 6.02 (2) pp. 24

Response: The rights-of-way for Todd Way and Hope Lane are 60', which is standard for local streets. Applicant seeks Planning Commission consideration and approval of proposed alternate design to reduce street width for other streets and a portion of Todd Way.

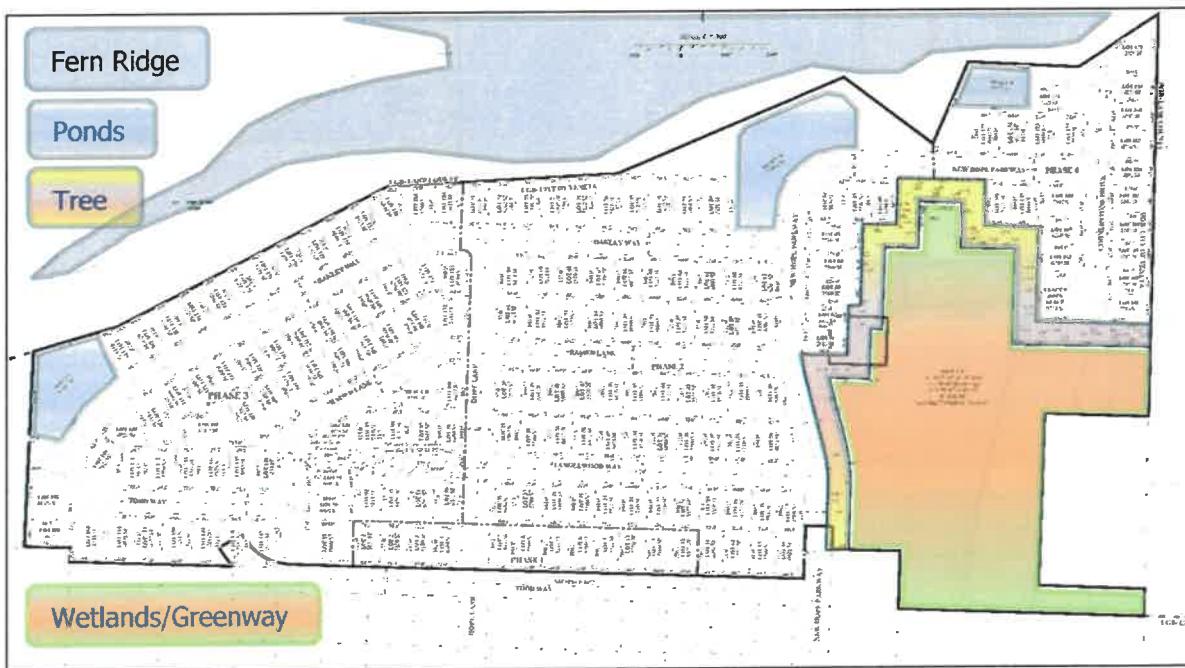
Oakley Way, Raised Lane, Tanglewood Way, New Hope Parkway, Cornerstone Drive a portion of Todd Way have a proposed 50' right-of-way width to accommodate Greenway requirements (VMC Chapter 8.10.120.6), tree preservation requirements (VMC Chapter 8.10.090), street cut and fill requirements (VLD 493.6.02.13), stormwater retention (VLD 493.5.16) and site slope conditions that require tall retaining walls and a 'terrace' like system to provide flat building sites (VLD 493.6.05). Please see illustrations, discussion and references below to help visualize constraints and street improvements. Please see Comments from A&O Engineering below, last section of written response to 3) Alternatives to Standard Street design.

All streets are being proposed with full improvements, i.e., planter strips and 5 FT sidewalks (please see map below).

52 Attachment: Oakley Estates Subdivision

4) **Alternatives to Standard Street design.** The Planning Commission, in consultation with Lane County Fire District #1 and Lane Transit District may approve alternate street right-of-ways and paving widths when the benefits of standard right-of-way or paving width are outweighed by the benefits of feasible alternatives. Alternatives to street design may include things like narrower or varying street widths, medians, and bulb-outs at intersections. Considerations include:

- A. **Emergency vehicle access**
- B. **Self-protection of structures using sprinkler systems or other fire prevention means**
- C. **Curb and sidewalk design that accommodates emergency vehicles and storm drainage (such as rolled curbs)**
- D. **Provision for generous parking on site that would eliminate need for on-street parking**
- E. **Location of proposed street relative to other streets (block length and connectivity)**
- F. **Provision of transit service through special agreements and facilities**
- G. **Pedestrian safety, particularly at intersections**
- H. **Adequate rights-of-way or easements for public utilities**
- I. **Existing development that limits paving and right-of-way widths**
- J. **Topography**
- K. **Environmental impacts**



Map 7 Oakley Estates Subdivision - Environmental Constraints

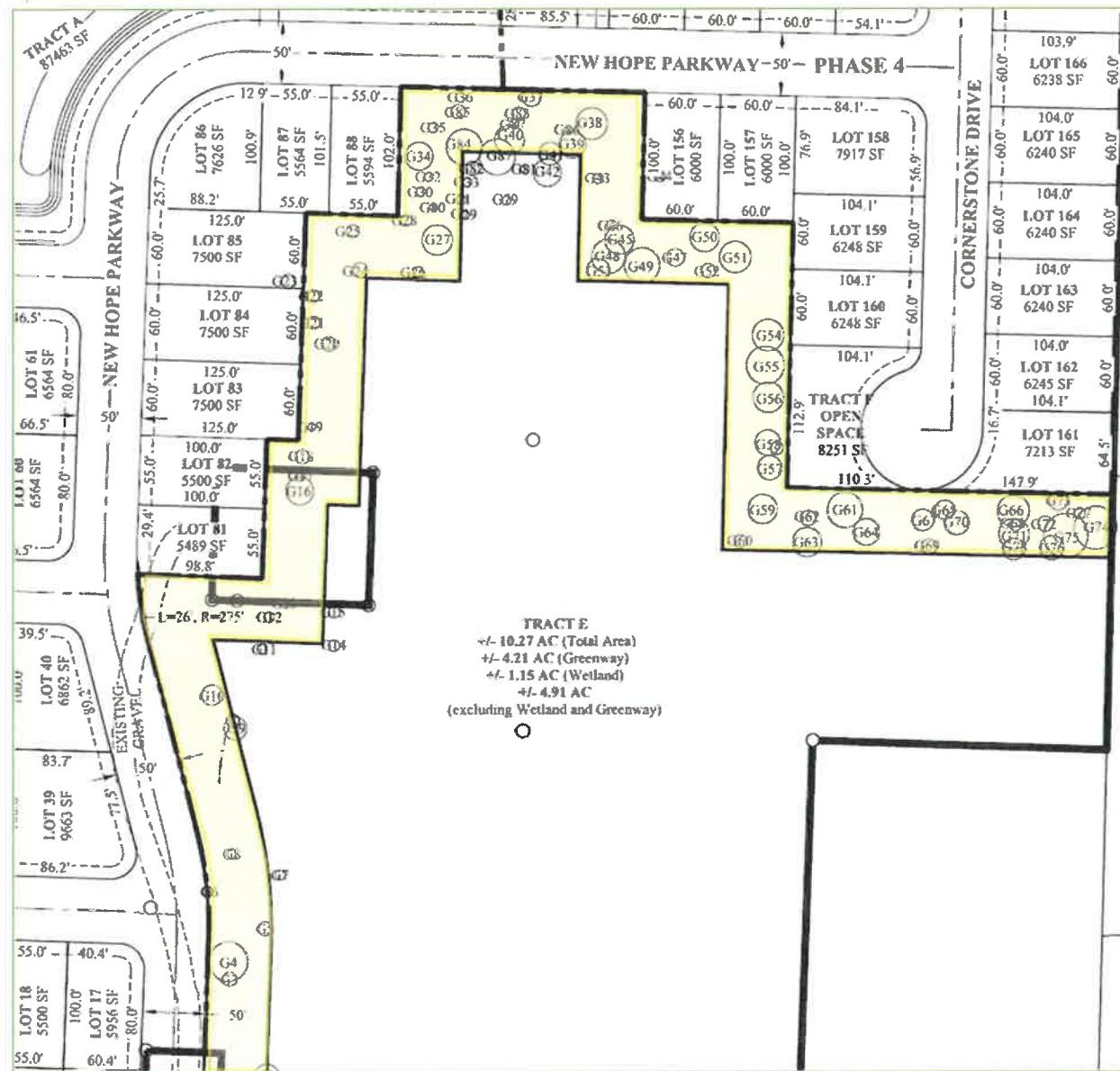
Response: Applicant seek approval of alternative street design, under VLDO No. 494, Section 6.02 (3) (J) and (K) for both topography and environmental constraints (please see illustration above), for narrower street widths to minimize impacts to 1) Greenway, 2) wetlands, 3) trees, 4) hillside runoff, and 5) open space.

Of the site total acreage of approximately 48 acres, 10.27 acres are constrained by environmental factors. The applicant has dedicated 4.21 acres to Greenway, 1.15 acres to Wetlands and 4.91 acres to open space.

The applicant has accommodated significant trees and root protection zones (illustrated below) that border the sides of New Hope Parkway and the south end of Cornerstone Drive. Widening streets in these areas would require

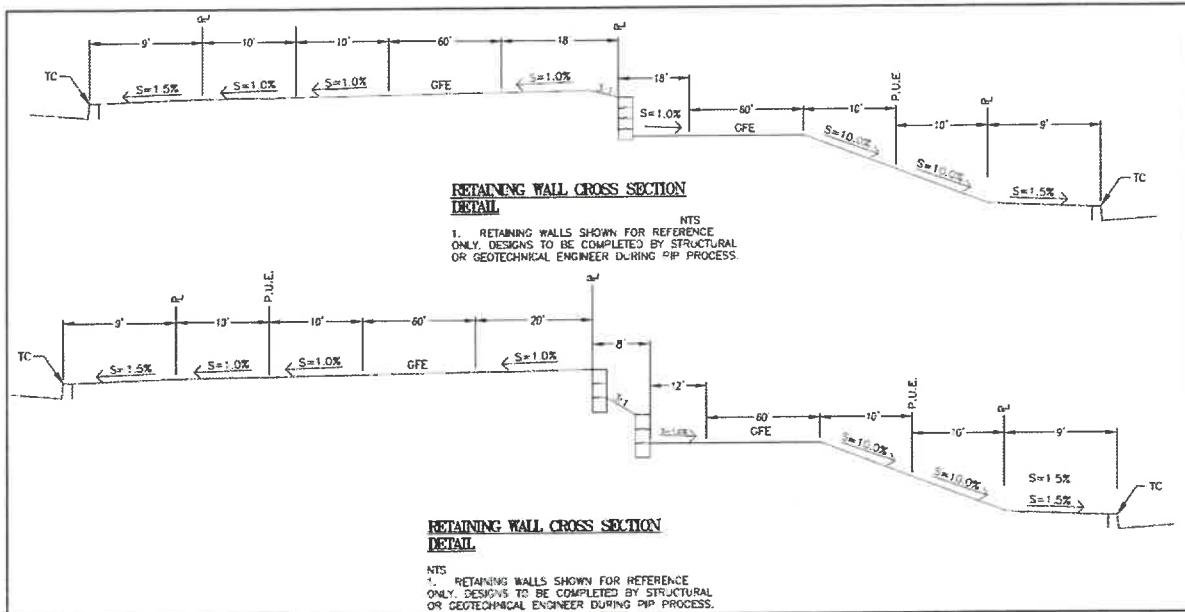
additional tree removal and further encroach on the Greenway and Wetlands. Reduced street width benefits the preservation of trees and reduces environmental impacts to wetland and greenway areas.

In the map below, circles indicate root protection zones and numbers indicate trees identified in the previously submitted Greenway (highlighted in yellow) tree inventory. Widening street will impact root protection zones along the road way and result in the need to remove more significant trees.



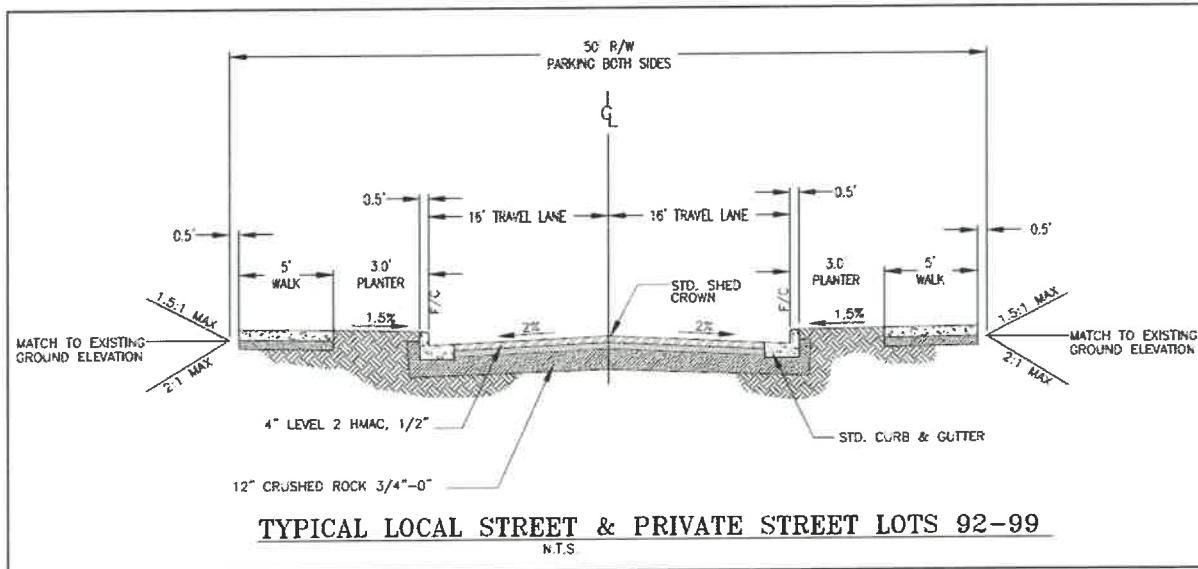
53 Attachment: GW Tree Inventory Map

The site's unique combination of environmental constraints (limiting space) and topography (limiting development options) requires that alternate designs are taken into consideration.



Map 9 - A&O Engineering Utility Plan, Sheet C-4.0

With this proposed alternative, only the paving width is narrower. In comparison to paving standards from other jurisdiction, such as the City of Eugene, standard paving for a street with parking on both sides is 28 ft.



Map 10 - A&O Engineering Utility Plan, Sheet C-4.0

Please see cross sections shown on sheet C4.054 (illustrated above) that applicant proposes narrower streets that include on-street parking and full street improvements.

Comments from A&O Engineering regarding narrower streets, environmental design, climate goals, and public safety:

The narrower street widths are proposed to reduce the impact to the development due to existing slopes and environmental factors. Slopes on the existing property range from 1% - 7% which require fill slopes and retaining walls to mitigate. By reducing the paved width, the slope embankments and retaining wall heights can be minimized to reduce the impact to the adjacent development area.

In addition, prudent environmental design includes reducing the impervious areas within the development as much as possible. By narrowing the paved width of the streets, the amount of impervious street area can be reduced by approximately 12.5%. While this seems minor, the cumulative effect in a large subdivision such as Oakley can be significant. There is approximately 8.39 acres of ROW proposed, so the narrower paving width will result in approximately one acre less impervious area. Consequently, the storm run-off will be reduced about 1.8 cfs that needs to be treated and handled for flood control. Therefore, reducing that amount of run-off is consistent with best management stormwater practices to lower the impact of development which is a key tenant of the City adopted Portland Stormwater Management manual.

The reduced amount of asphalt paving also helps with climate goals. Asphalt pavement increases the ambient temperature of the surrounding area as the pavement absorbs heat during the day and releases back into the local environment over the day. National trends are to reduce the amount of paving in urban environments to address this issue.

As for the emergency vehicle concerns. Other jurisdictions have gone to skinny street sections for years now that provide a minimum 14' clear travel lane that is acceptable for emergency vehicles (Portland and Eugene). With the proposed 32-foot-wide paving section, there could be 7-foot parking lanes on each side and still provide 18 feet of clear space for emergency vehicles.

- 4) ***Reserve Strips. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission or Building and Planning Official. One foot reserve strips are used across the ends of stubbed streets adjoining undivided land or along halfstreets adjoining undivided land, and they shall be designated as such. Reserve strips may also be parallel to the right-of-way as a means of access control (prohibiting driveway access). Reserve strips shall have separate legal descriptions and documentation, and dedication shall be identified on the plat.***

Response: Reserve strips are planned and will be included in the final plat for the west end of Todd Way.

- 5) ***Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuation of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction.***

Response: All intersections of public streets in the development are aligned along their center lines.

- 6) ***Future extensions of streets. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivisions or partition and the resulting dead-end streets must have a turn-around. Reserve strips may be required to preserve the objectives of street extensions.***

Response: Reserve strips are planned and will be included in the final plat for the ends of all stubbed streets, of which there is only one at the west end of Todd Way. There is turn around area for emergency vehicles at the end of Tanglewood Way (in the form of intersections) and Cornerstone Drive (in the form of cul-de-sacs). The south end of New Hope Parkway will connect to the east end of Todd Way.

7) *Division of property. Property with frontage onto two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.*

Response: The property does not have frontage on two or more streets and no roads are presently within the lot.

8) *Intersection angles. Streets shall be laid out to intersect at right angles, and all other conditions shall require a variance. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.*

Response: All intersections in the proposed plans are at right angles except the intersections of New Hope Parkway and Raised Lane and New Hope Parkway and Tanglewood Way which are at slight angles in order to avoid most of the existing wetland.

9) *Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided in accordance with the Veneta Transportation System Plan at the time of the land division.*

Response: Todd Way is the only existing street adjacent to this tentative subdivision. With a 60 ft right-of-way it is of adequate width. See attached tentative subdivision plan55.

10) *Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition when in conformity with the other requirements of these regulations and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to the tract to be divided, the other half of the street shall be provided within such tract. Reserve strips may be required to preserve the objectives of half streets.*

Response: There are no half streets in this tentative proposal.

11) *Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet. A cul-de-sac shall terminate with a circular turn-around.*

Response: There are two cul-de-sacs in this tentative proposal, one at each end of Cornerstone Drive. Both have a circular turn-around and neither exceed the 400-foot maximum.

12) *Street names. Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Commission and Lane County*

Response: All new streets in this plan have unique names for the city and county.

13) *Grades and curves. Grades shall not exceed six (6) percent on arterial, ten (10) percent on collector streets or fifteen percent on other streets. Center line radii of curves shall not be*

less than 300 feet on major arterial, 200 feet on secondary arterial or 100 feet on other streets. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.3 per cent.

Response: All streets will have slopes less than 5%.

15) *Marginal access streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.*

Response: There are no existing or proposed arterial streets in this tentative subdivision.

17) *Access Management. New streets shall meet or exceed the minimum spacing requirements listed in the adopted Transportation System Plan (TSP). However, where no reasonable alternatives exist or where strict application of the standards would create a safety hazard, the City may allow a variance per Article 11 of the Land Development Ordinance (No. 493).*

Response: The proposed street layout exceeds the minimum spacing requirements for local streets.

Completeness Discussion

Subdivision Layout, January 2023

- 1. Widen planter strips from 3ft to 4 ft and decrease paved area width by 2ft. and produce revised utility plan set**

Response: Please see revised utility plan.⁵⁶ that shows 4-foot planter strips and paved areas.

- 2. Bold and highlighted phase boundaries (currently boundaries are very hard to see) and generate new proposed subdivision plan.**

Response: Please see revised subdivision plan.⁵⁷ that shows highlighted phase boundaries.

- 3. Select new street names, obtain Lane County approval, update names on subdivision plan and update names on utility plans.**

Response: Please see revised subdivision plan and utility plans (referenced below), approved street names.

- 4. Conditions of approval, address in memo Todd ROW vacation City property vacation**

Response: Applicant seeks approval by the City Council approval of final subdivision plat.

Article 6 – Design Standards

Section 6.02 STREET DESIGN STANDARDS. January 2023

- 4) General. The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and***

56 Attachment: Oakley Estates Utility Plan

57 Attachment: Oakley Estates Subdivision

curves appropriate for the traffic to be carried, considering the terrain. Where location is not shown on the street plan or in a development plan, the arrangement of streets shall either:

Response: Applicant submits subdivision plans and utility plans (referenced above) with approved street names.

Transportation Mitigation Recommendations

Sandow Memo, March 3, 2023

Issue:

The Oakley Estates Traffic Impact Analysis demonstrated that the intersection of Jeans Road at Territorial Road is not meeting Lane Country operational standards under the existing conditions during the AM and PM peak hours.

Response: Please see attached Oakley Estates Mitigation Recommendations Memo from Sandow Engineering.⁵⁸

Should additional information be required or questions arise please contact Metro Planning Inc.

58 Attachment: Oakley Estates 3rd TIA Memo

Table: Attachment Cross Reference (for new material submitted 10/19/22):

This table cross references attachment names found in page footers to files names found in the electronic submittal package.

Reference Name	File Name	File Type
Lane County 2021 Aerial Imagery	21-030_OakleyEstates_Aerial-2021-LaneCounty	PDF
	21-030_OakleyEstates_Application-Tentative-Subdivision	PDF
Deed 2003-44202 Parcels IX and X	21-030_OakleyEstates_deeds	PDF
	21-030_OakleyEstates_LC-Taxmap-TM17053000	PDF
	21-030_OakleyEstates_LC-Taxmap-TM17053120	PDF
	21-030_OakleyEstates_RLID-Property-Search-Detailed-Report	PDF
Tanglewood Park plat	21-030_Tanglewood Park First Addition	PDF
Oakley Estates Cover Sheet	21-030_OakleyEstates_Plan-Cover-Sheet_101122	PDF
Oakley Estates Existing Conditions	21-030_OakleyEstates_Plan-Existing-Conditions_062422	PDF
Oakley Estates Subdivision	21-030_OakleyEstates_Plan-Proposed-Layout_012723	PDF
Oakley Estates Utility Plan	21-030_OakleyEstates_Plan-Utility_10-11-22_DS	PDF
	21-030_OakleyEstates_Stormwater-Report_04-29-2022_DS	PDF
Oakley Estates 1st TIA Memo	21-030_OakleyEstates_TIA_Memo_1st_09282022	PDF
Oakley Estates 2nd TIA Memo	21-030_OakleyEstates_TIA_Memo_2nd_12072022	PDF
Oakley Estates 3rd TIA Memo	21-030_OakleyEstates_TIA_Memo_3nd_Mitigation_03032023	
	21-030_OakleyEstates_TIA_Report_2024-Build-Am	PDF
	21-030_OakleyEstates_TIA_Report_2024-Build-Pm	PDF
Transportation Impact Analysis (TIA)	21-030_OakleyEstates_TIA_Report_09282022	PDF
	21-030_OakleyEstates_Tree_Arborist-Inventory_09262022	XLS
	21-030_OakleyEstates_Tree_Arborist-Report_09282022	PDF
Type C Tree Removal Application	21-030_OakleyEstates_Tree_Type-C-Removal-Application	PDF
GW Tree Inventory Map	21-030_OakleyEstates_TreePlan_Map_GW-50ft-Buffer_101122	PDF
Oakley Estates Tree Plan	21-030_OakleyEstates_TreePlan_Map_Site_All_062422	PDF
	21-030_OakleyEstates_TreePlan_Map_Site_GW_01322	PDF
DSL WD # 2020-0407 Approval Notice	21-030_OakleyEstates_Wetland-WD20200407-AgencyDecision	PDF

ATTACHMENT 5



Oregon

Kate Brown, Governor

May 19, 2021

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregon.gov/dsl
State Land Board

McDougal Brothers
Attn: Melvin L McDougal
PO Box 518
Creswell, Oregon 97426

Kate Brown
Governor

Shemia Fagan
Secretary of State

Re: WD # 2020-0407 Approved
Wetland Delineation Report for Veneta Project
Lane County; T17S R5W S30 TL(s) 900, 907, 913, 917, 919, and
1100; S31 TL(s) 1201, 1200, 1100, 1000, and 1400-2300

Tobias Read
State Treasurer

Dear Mr. McDougal:

The Department of State Lands has reviewed the wetland delineation report prepared by Schott & Associates, Inc., for the site referenced above. Based upon the information presented in the report, a site visit on February 24, 2021, and additional information submitted upon request, we concur with the wetland boundaries as mapped in revised Figure 6a, 6b and 6c of the report. Please replace all copies of the preliminary wetland maps with these final Department-approved maps.

Within the study area, 9 wetlands (Wetland 1 through 9, totaling approximately 1.43 acres) were identified. The wetlands are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Jurisdiction Coordinator for Lane County, Matt Unitis, at (503) 986-5262.

Sincerely,



Peter Ryan, SPWS
Aquatic Resource Specialist

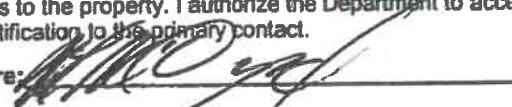
Enclosures

cc: Jodi Reed, Schott & Associates, Inc.
Lane County Planning Department (Maps enclosed for updating LWI)
Daniel Griffith, Corps of Engineers
Charles Redon, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, go online at: <https://apps.oregon.gov/DSL/EPS/program?key=4>.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279. A single PDF of the completed cover form and report may be e-mailed to: Wetland_Delineation@dsl.state.or.us. For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

Contact and Authorization Information		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Owner Name, Firm and Address: McDougal Brothers Attn: Melvin L. McDUGAL PO Box 51B Creswell, Oregon 97426	Business phone # (541) 895-8788 Mobile phone # (optional) E-mail: Nadine@McDougal Bros.com	
<input type="checkbox"/> Authorized Legal Agent, Name and Address (if different):	Business phone # Mobile phone # (optional) E-mail:	
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.		
Typed/Printed Name: <u>Melvin L. McDougall</u> Date: _____	Signature:  Special instructions regarding site access: _____	
Project and Site Information		
Project Name: Veneta	Latitude: 44.056327 Longitude: -123.340061 decimal degree - centroid of site or start & end points of linear project	
Proposed Use: Residential Development	Tax Map # 17053000 Tax Lot(s) 900, 907, 913, 917, 919, 1100	
Project Street Address (or other descriptive location): Jeans Road East of Territorial Hwy	Tax Map # 17053120 Tax Lot(s) 1201, 1200, 1100, 1000, 1400-2300 Township 17S Range 5W Section 30 QQ Use separate sheet for additional tax and location information	
City: Veneta	Waterway: _____ River Mile: _____	
Wetland Delineation Information		
Wetland Consultant Name, Firm and Address: Schott & Associates, Inc Attn: Jodi Reed PO Box 589 Aurora, Oregon 97002	Phone # (503) 678-6007 Mobile phone # (if applicable) E-mail: Jodi@schottandassociates.com	
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge. Consultant Signature:  Date: 07/31/2020		
Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent		
Wetland/Waters Present? <input type="checkbox"/> Yes <input type="checkbox"/> No	Study Area size: 59.04 Total Wetland Acreage: 1.3600 1.43 ac	
Check Applicable Boxes Below		
<input type="checkbox"/> R-F permit application submitted <input type="checkbox"/> Mitigation bank site <input type="checkbox"/> Industrial Land Certification Program Site <input type="checkbox"/> Wetland restoration/enhancement project (not mitigation) <input type="checkbox"/> Previous delineation/application on parcel If known, previous DSL # _____	<input type="checkbox"/> Fee payment submitted \$ _____ <input type="checkbox"/> Fee (\$100) for resubmittal of rejected report <input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee) DSL # _____ Expiration date _____ <input type="checkbox"/> LWI shows wetlands or waters on parcel Wetland ID code _____	
For Office Use Only		
DSL Reviewer: <u>MU</u>	Fee Paid Date: _____ / _____ / _____	DSL WD # <u>2020-0407</u>
Date Delineation Received: <u>08 / 07 / 2020</u>	Scanned: <input type="checkbox"/> Electronic: <input checked="" type="checkbox"/>	DSL App.# _____



Date: 7/17/2020

Data Source: Veneta
GIS Dept., 2020

Figure 1. Location Map

Veneta Project Site: S&A # 2787

0 0.25 0.5 1 Miles

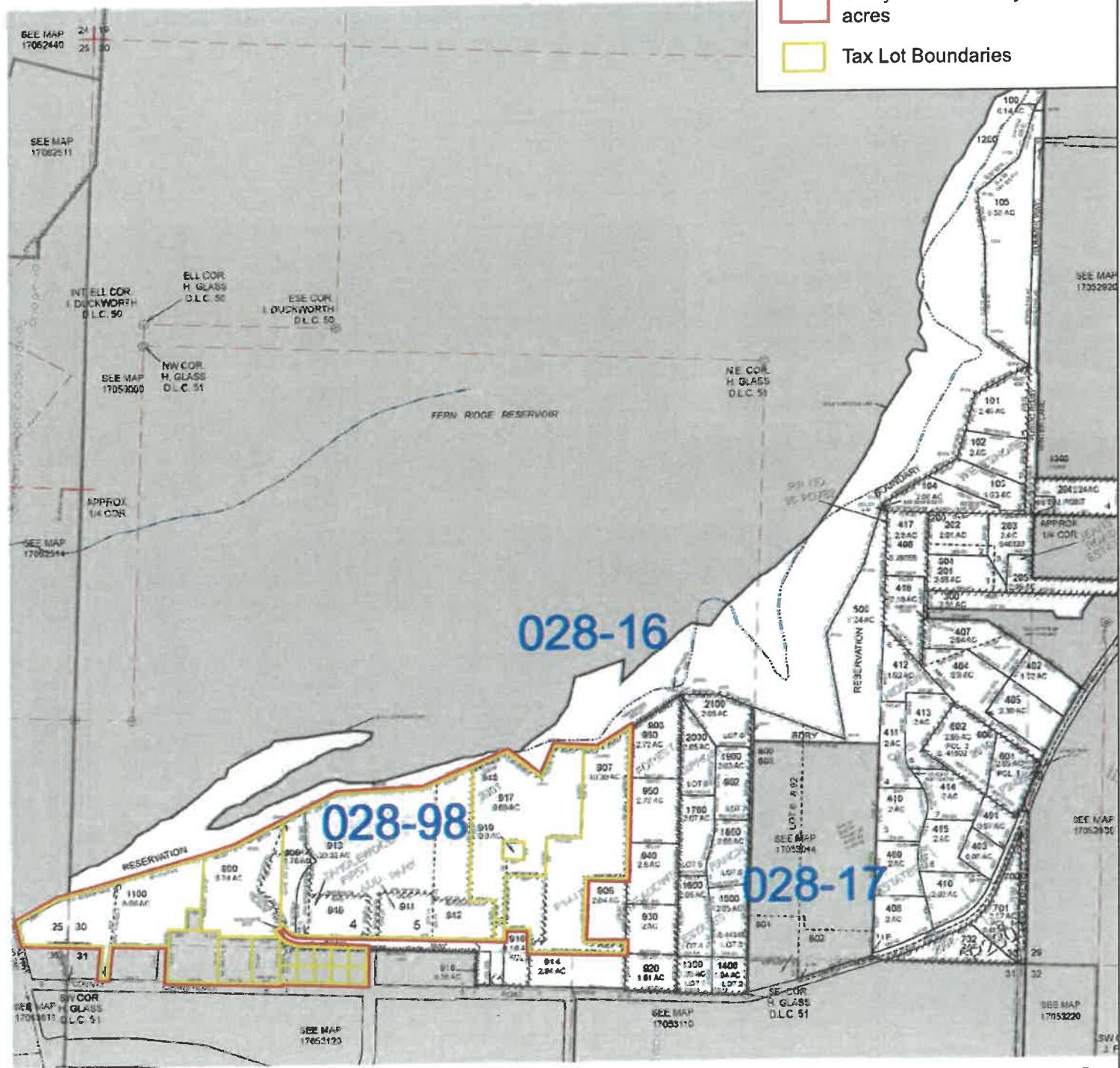
FOR ASSESSMENT AND
TAXATION ONLY

SECTION 30 T.17S. R.5W. W.M.
Lane County

1" = 400'

Legend

- Study Site Boundary: 59.04 acres
- Tax Lot Boundaries



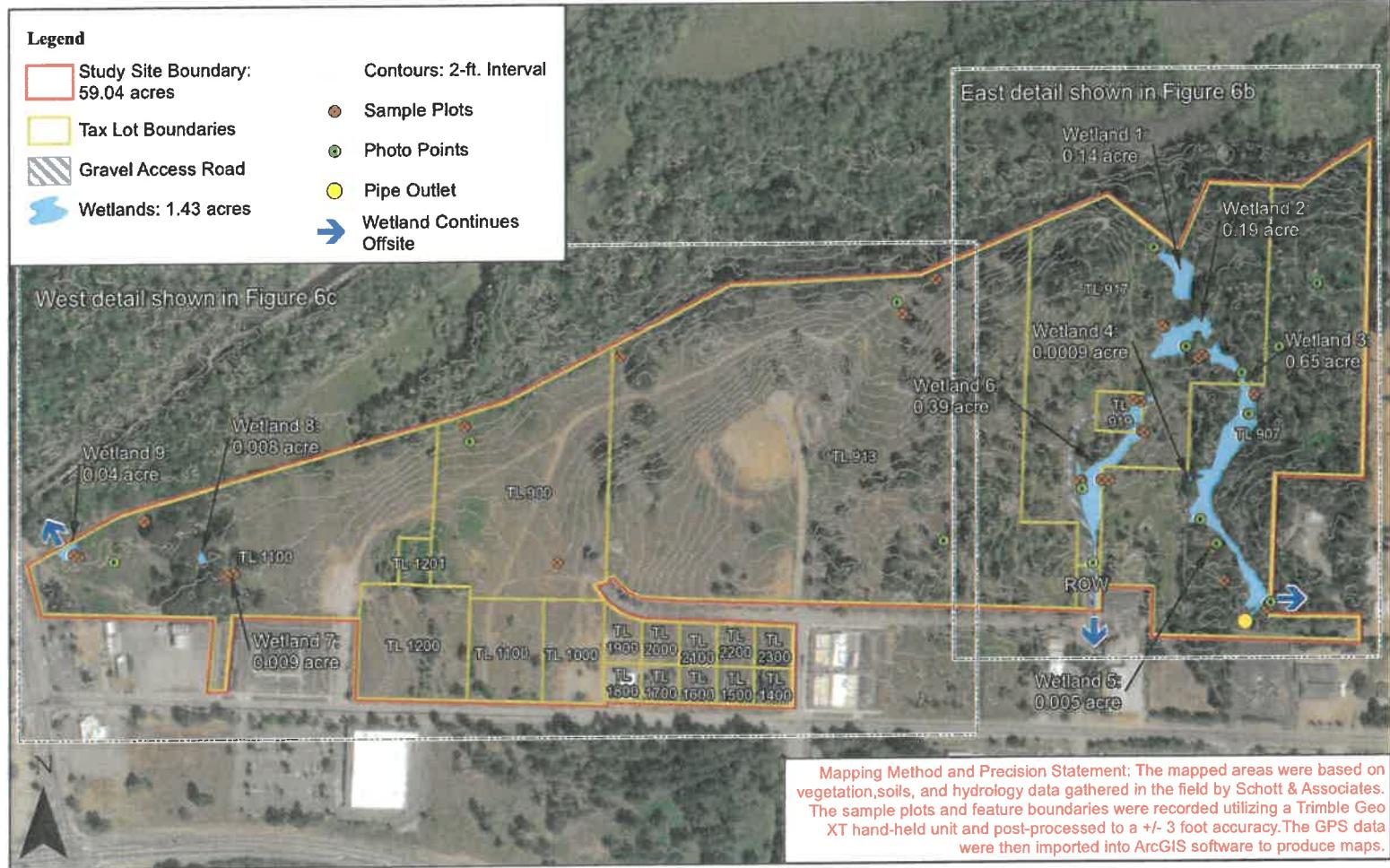
Date: 7/17/2020

Data Source: Lane County
GIS Dept., 2020

Figure 2. Lane County Tax Maps -
17053000 & 17053120

Veneta Project Site: S&A # 2787

0 500 1,000 2,000 Feet



Date: 3/4/2021

Data Source: ESRI, 2020; City of Veneta GIS Dept., 2020; DOGAMI, 2009



DSL WD # 2020-0407
Approval Issued 5/19/2021
Approval Expires 5/19/2026

Figure 6a. Wetland Delineation Map - Overview

Veneta Project Site: S&A #2787

0 200 400 800 Feet

Legend

- Tax Lot Boundaries
- Gravel Access
- Study Site Boundary: 59.04 acres
- Wetlands: 1.43 acres
- Contours: 2-ft. Interval
- Photo Points
- Sample Plots
- Pipe Outlet
- Wetland Continues Offsite



Date: 3/4/2021

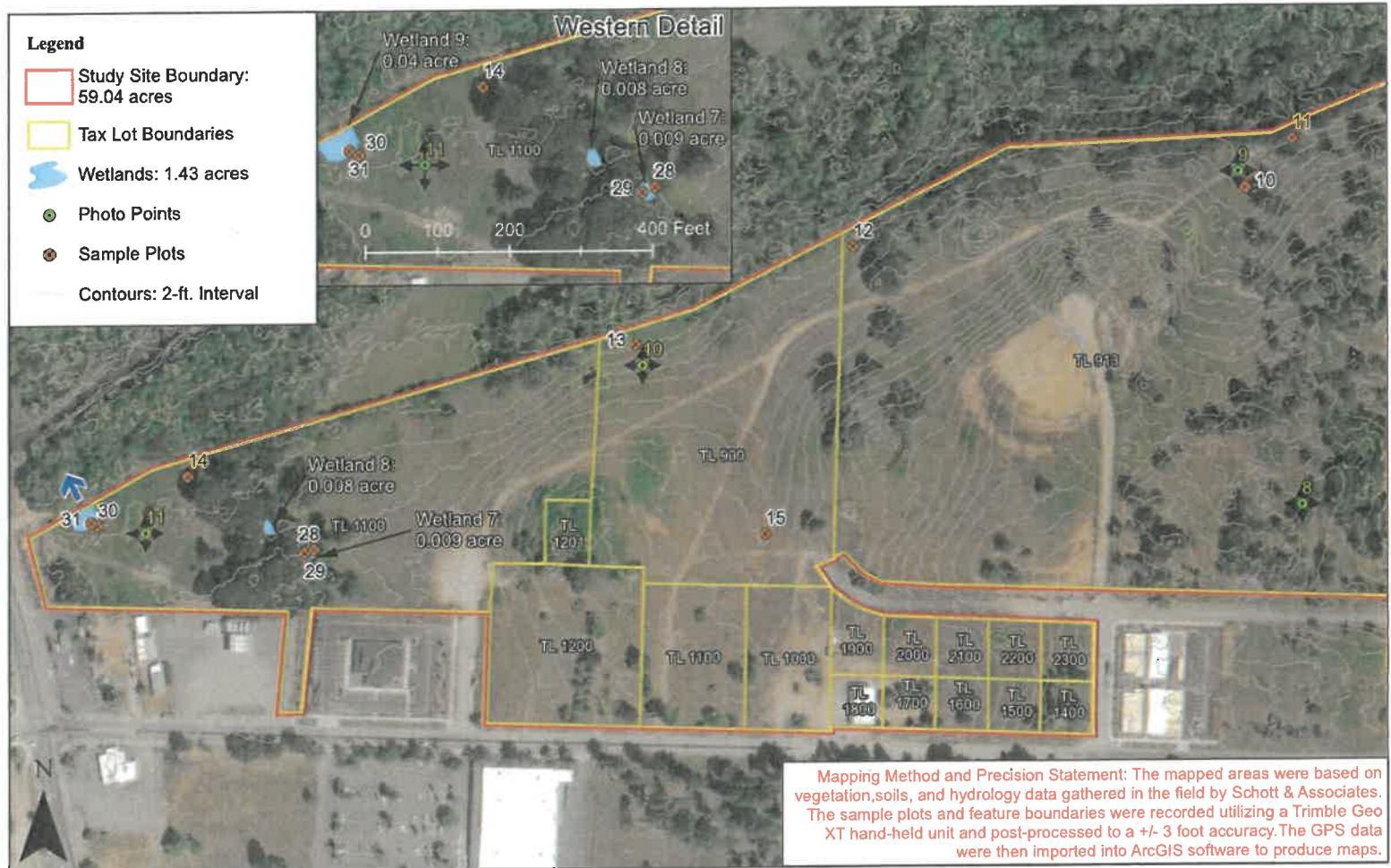
Data Source: ESRI, 2020; Veneta GIS Dept., 2020; DOGAMI, 2009

DSL WD # 2020-0407
Approval Issued 5/19/2021
Approval Expires 5/19/2026

Figure 6b. Wetland Delineation Map - East Detail

Veneta Project Site: S&A # 2787

0 50 100 200 Feet



380 Q Street, Ste 200
 Springfield, Oregon 97477
 (541) 302-9790
 ericdearden@ao-enr.com



Stormwater Report

Project: Oakley Estates Subdivision
Location: Todd Way & Hope Lane, Veneta, OR
 1705300000900, 0909, 0913, 0917
Prepared By: Eric Dearden, EIT
Reviewed by: Scott Morris, PE
Date: 4/5/2022
Type of Project: Residential Subdivision



Project Overview

Oakley Estates is a proposed single family residential subdivision with 176 lots on a 48.32-acre parcel. The property is located at the intersection of Todd Way and Hope Lane in Veneta, OR. The northern property boundary parallels the Lane County Urban Growth Boundary and 100-year floodplain boundary around Fern Ridge Lake. Treated stormwater runoff from the subdivision is proposed to follow the historic drainage pattern to the north into Fern Ridge Lake.

To meet City of Veneta stormwater detention and treatment requirements for stormwater runoff, it is proposed to construct three separate stormwater quality ponds at different locations within the development. Stormwater runoff will be routed to these ponds via underground piping within the subdivision. Runoff will be collected via curb inlets, with houses proposed to discharge roof drainage to the stormwater system through individual storm laterals.

Existing Conditions

The property currently is an open grass field with trees and shrubs. Additionally, the property includes 1.38 acres of delineated wetlands. Web Soil Survey lists the following soil types as present on the site:

#121B Salkum Silty Clay Loam	HSG B	$K_{SAT} = 0.20 - 0.57 \text{ in/hr}$
#128B Veneta Loam	HSG C	$K_{SAT} = 0.06 - 0.20 \text{ in/hr}$

Site topography indicates an average slope of 4.10% from the southern property boundary towards the northern property boundary. The total property area is 48.32 acres; however, the new proposed development area is approximately 38.74 acres. Only the developed portion of the total site was included in the hydrologic analysis of existing conditions. Below is a table summarizing the physical characteristics of the existing site:

Table 1: Existing site physical characteristics.

Land Type & Description	Proposed Developed Acreage	Curve Number
Woods/grass combination, Poor, HSG C	19.28	82
Woods/grass combination, Poor, HSC,B	17.15	73
Gravel Surface, HSG C	2.31	96

Well logs on site indicate a water table depth of 32 and 40 ft below land surface. Seasonal water table depth is to be tested during winter months during the building permit process. Infiltration testing at pond locations will also be completed during building permit process to verify underlying soil conditions.

Post Construction

The full subdivision proposal includes 176 single family lots. Runoff will be collected via curb inlets, with houses proposed to discharge roof drainage to the stormwater system through individual storm laterals. A basin map showing drainage basins for the finished subdivision is included in the appendix of this report.

To work with the proposed site layout and site topography it is proposed to split the stormwater drainage from the site into three separate basins. Runoff within each basin will be treated by separate detention ponds along the northern property boundary. Detention ponds are designed to provide adequate storage for runoff generated during larger storm events and provide treatment of runoff from the water quality storm event by use of a swale across the bottom of the pond. Ponds are designed in accordance with requirements set in the Portland Stormwater Management Manual (2008). The tables below summarize the physical characteristics of the ponds and internal swales:

Table 4: Pond open storage area

Pond ID	Basin	Bottom of Slope EL (ft)	Bottom Square Footage (sf)	Top of Slope EL (ft)	Top of Slope Square Footage (sf)	Side Slopes (H:V)
Pond #1	Westerly	383.40	12,113	386.40	17,336	3:1
Pond #2	Central	383.30	24,764	386.70	31,935	3:1
Pond #3	Easterly	382.30	3,452	385.70	6,217	3:1

Table 5: Swale open storage area

Swale ID	Location	Bottom of Slope EL (ft)	Bottom Square Footage (sf)	Top of Slope EL (ft)	Top of Slope Square Footage (sf)	Side Slopes (H:V)
Swale #1	Pond #1	382.40	4,167	383.00	5,720	3:1 – 4:1
Swale #2	Pond #2	382.70	6,038	383.30	7,178	3:1 – 4:1
Swale #3	Pond #3	381.70	619	382.30	993	3:1 – 4:1
Swale #4	Pond #3	383.70	192	386.70	1,248	4:1

In addition to the open pond area provided above, the ponds are proposed to have 12" of growing media. The following table summarizes storage capacities for the facilities:

Table 5: Storage capacities for each facility (open storage and soil media).

Pond:	Open Storage Capacity (cf) - Pond	Open Storage Capacity (cf) - Swale	Growing Media Storage Capacity-10% void space (cf)	Total Storage (cf)
Pond #1	43,998	7,795	1,211	53,004
Pond #2	118,089	3,960	2,476	124,525
Pond #3	21,096	479	263	21,838

Proposed Destination

Treated pond effluent is proposed to be routed through vegetated flow spreaders graded downhill towards Fern Ridge Lake at each pond location. Discharge will follow the historical drainage pattern from existing runoff. Per detention and treatment requirements defined in the Portland Stormwater Management Manual (2008), post-construction peak discharge rates are to be lower than pre-construction peak discharge rates for 2, 5, 10, and 25-year storm events. The proposed pond outfalls are within the property area and therefore will not directly discharge into any delineated wetland area. Due to the poor infiltration rates of existing soils, infiltration was excluded from the drainage system design.

Hydraulic Calculations

HydroCAD software was utilized to calculate existing condition peak flows leaving the site from the development area. Below are some important parameters utilized in calculating the existing conditions peak flowrates leaving the site from the development area:

Design Standards:	Portland Stormwater Management Manual (2008)
Runoff Method:	Santa Barbara Urban Hydrograph (SBUH)
Development Area:	35.82 acres
Curve Number:	98 - Impervious ROW
Land Description:	90 - 1/8 acre lots, 65% imp, HSG C
Time of Concentration:	47.4 minutes - existing conditions 5.0 minutes - post construction (Details for this included with HydroCAD node report)
Storm Type:	Type IA 24-hr
Storm Events:	Water Quality – 0.83 inches 2-Year Storm – 3.12 inches 5-Year Storm – 3.60 inches 10-Year Storm – 4.50 inches 25-Year Storm – 5.00 inches 100-Year Storm – 6.48 inches

Due to limited infiltration rates of native soils, infiltration was not incorporated into the design of the stormwater system. To ensure stormwater structures will not cause flooding, the following hydraulic elevations were calculated following post-construction design criteria:

Table 6: Hydraulic elevations within ponds during each storm event.

Pond:	Overflow Elev. (ft)	Flood Elev. (ft)	Bottom of Pond Elev. (ft)	Water Quality Peak Elev. (ft)	2-Year Peak Elev. (ft)	5-Year Peak Elev. (ft)	10-Year Peak Elev. (ft)	25-Year Peak Elev. (ft)	100-Year Peak Elev. (ft)
Pond #1	385.40	386.40	382.40	382.82	384.27	384.57	385.00	385.38	385.74
Pond #2	385.70	387.70	383.30	383.79	384.70	384.91	385.29	385.64	386.06
Pond #3	384.70	386.70	382.30	382.62	384.08	384.24	384.48	384.67	384.84

Curve numbers used in the model include 98 for impervious ROW, and 90 for 65% impervious lots with HSG C rated soils. The city of Veneta requires a type IA 24-hr design storm for each of 2, 5, 10, and 25 year rainfall events. The Portland Stormwater Management Manual also requires a 1-ft freeboard measured from the top of bank elevation to the HGL during a 100-year event. As shown, the ponds completely contain stormwater runoff from the site during each storm event and more than one foot of freeboard is maintained during a 100-year storm event. The proposed ponds satisfy City of Veneta design standards and will adequately protect the subdivision from damage. To meet detention requirements defined in the 2008 version of the Portland Stormwater Management Manual, all ponds will have an outlet control structure to limit peak discharge rates to less than existing peak rates. The table below shows peak discharge rates under existing conditions relative to post-construction conditions.

Table 7: Existing and post-construction peak flowrates

Storm Event	Existing Peak Flowrate (cfs)	Pond #1 Peak Discharge Flowrate (cfs)	Pond #2 Peak Discharge Flowrate (cfs)	Pond #3 Peak Discharge Flowrate (cfs)	Total Post-Construction Peak Flowrate (cfs)
2-Year	7.76	3.27	3.69	0.67	7.47
5-Year	10.58	4.19	4.99	1.14	10.04
10-Year	16.02	6.44	7.28	2.33	15.74
25-Year	20.85	8.09	8.81	3.06	19.69

As shown above, post-construction peak discharge rates will be less than existing conditions. Discharge rates are controlled by orifice openings of various sizes and elevations to maintain storage within each pond. The table below shows elevations of orifice openings and emergency overflow grates.

Pond #1	Pond #2	Pond #3
Overflow Grate = 385.40	Overflow Grate = 385.70	Overflow Grate = 384.70
4" Orifice = 385.00	4" Orifice = 385.20	7" Orifice (3) = 384.00
7" Orifice (3) = 384.30	8" Orifice (2) = 384.50	4" Orifice = 381.90
10" Orifice = 382.30	10" Orifice = 382.70	15" Outlet Pipe = 380.70
15" Outlet Pipe = 381.40	15" Outlet Pipe = 381.70	

Overflow grates are designed to maintain one foot of freeboard during storms larger than a 25-year storm event.

Pollution Control

Swales along the bottom of the detention ponds are proposed to provide treatment of runoff from water quality storm events. Swales were modelled using a Manning's n value of 0.25 to determine the channel geometry that will provide a minimum of 9-minutes of residence time with an average depth of 4-inches. To meet water quality standards the design parameters for each pond are listed in the table below:

Table 8: Swale design parameters for water quality storm

Facility ID:	Detention Time [min]	Slope (ft/ft)	Peak Velocity (ft/s)	Average Flow Depth (ft)
Pond #1				
South Swale	15.1	0.0050	0.22	0.42
East Swale	9.2	0.0033	0.18	0.44
Pond #2	24.8	0.0046	0.19	0.33
Swale				
Pond # 3				
West Swale	14.4	0.0054	0.15	0.22
East Swale	12.8	0.0044	0.12	0.21

As shown above, the minimum detention time within the ponds is 9.7 minutes. Runoff will travel through a rocked forebay or rock splash pad before entering the swales to reduce sediment transport and velocities exiting the piped system. The proposed treatment facilities are designed in accordance with Portland Stormwater Management Manual (2008) design standards.

Conclusion

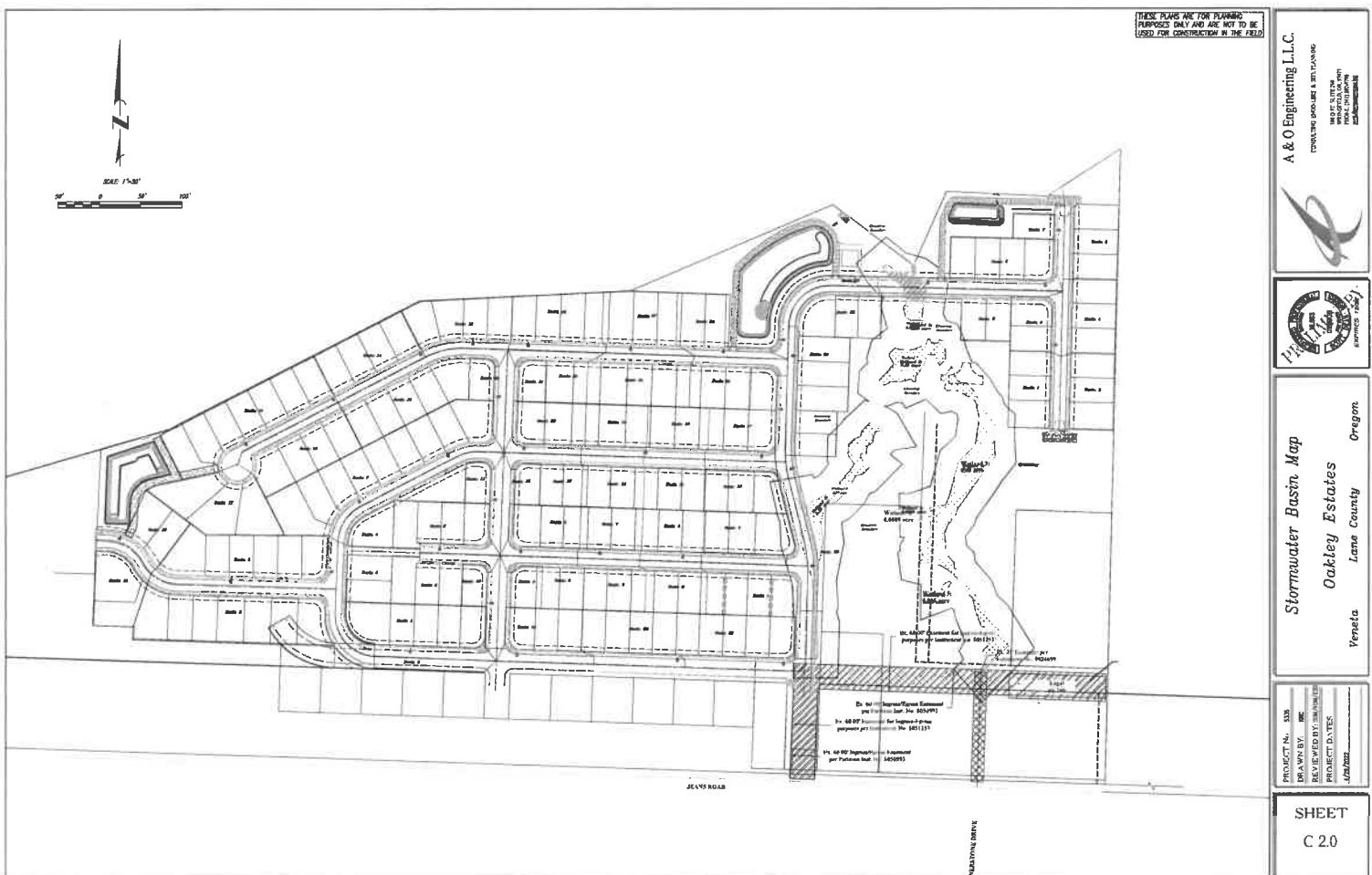
The proposed stormwater system satisfies flood control requirements by limiting peak discharge rates under post-construction conditions to be less than runoff rates from the site in its existing condition. Flood protection during severe storm events will be provided by emergency overflow grates that will maintain a minimum of one foot of freeboard within ponds. Proposed infrastructure is designed to protect public safety through appropriate sizing and protection of system components. Pipe outfalls and new slopes will be rocked and vegetated to mitigate risks of erosion.

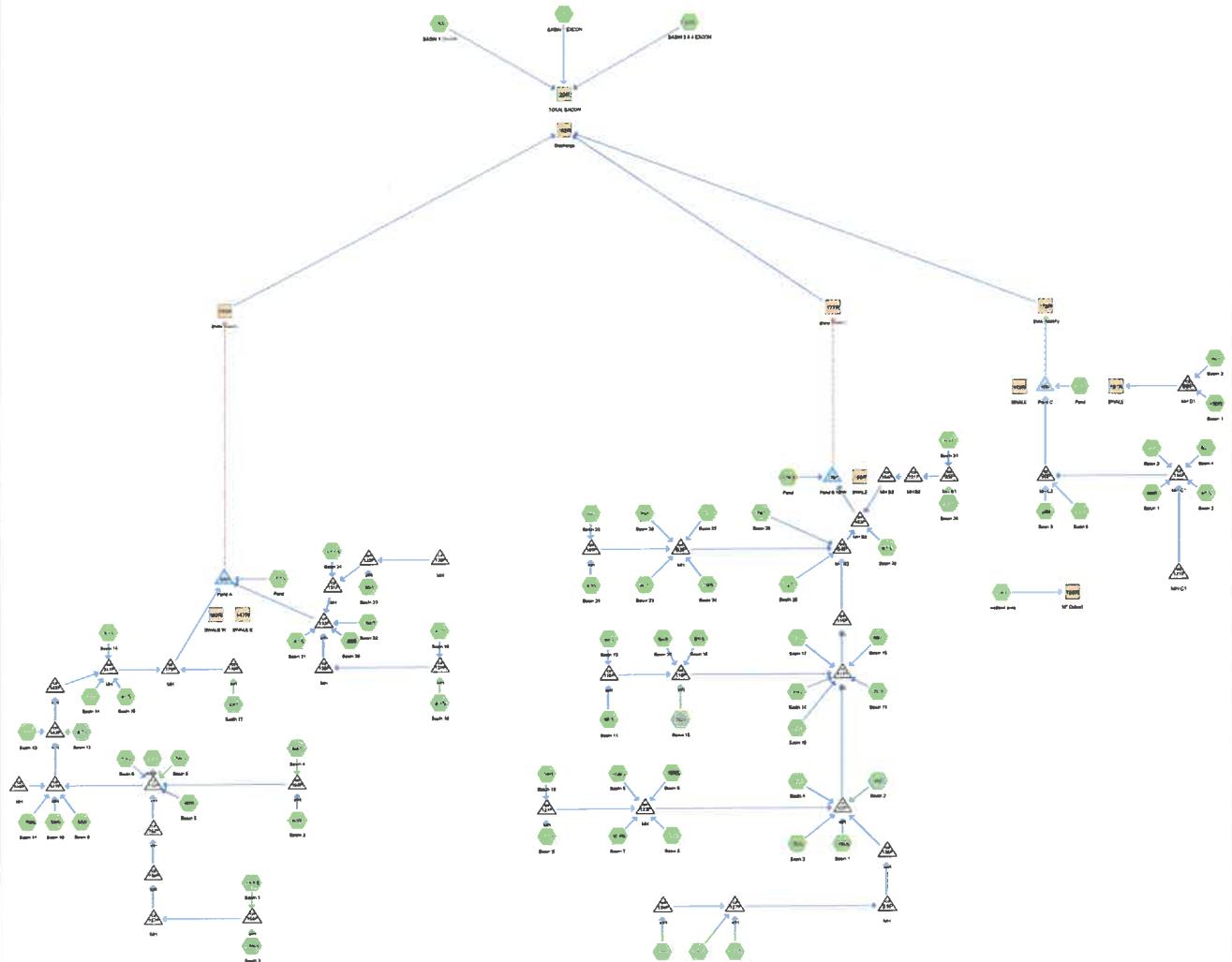
Runoff is proposed to be treated through swales designed in accordance with treatment requirements. Peak water flow elevations during water quality storm events within the grassy swales do not rise above the 0.4' maximum. This means the swales are adequately sized to allow the runoff to be completely treated by flowing through vegetation. A vegetation plan meeting City of Veneta standards will be developed during the PIP process to ensure both stability and sufficient treatment of low-intensity storm events.

The proposed stormwater system will sufficiently collect and detain stormwater from the site such that it will not cause any damage to the proposed development and surrounding infrastructure.

Appendix

- Drainage Basin Map
- HydroCAD Report





Routing Diagram for 5335_Jeans_ESD_01-05-2022_PondResize
 Prepared by {enter your company name here}, Printed 5/2/2022
 HydroCAD® 10.10-7a s/n 04993 © 2021 HydroCAD Software Solutions LLC

The site of Oakley Estates subdivision holds 48.43 acres of ground. This site is composed of mildly sloping terrain, draining towards the north. The western half of this site is open ground with some Oregon white oak, California black oak, Douglas-fir, Oregon ash, and a few madrone trees scattered across it.

The eastern portion of the site is more densely wooded, with the northern section being of mostly Douglas-fir trees, and a mix of Oregon ash, madrona and oak species towards the south. Due to the minimal spacing many of the Doug-fir trees have with their neighbors, some have developed a proportionally high height/ diameter ratio, making them prone to windthrow if they would be left on site without the protection and sheltering of neighboring trees. Other trees in this area have been damaged in storms. Some have been damaged during the removal of other trees under previous ownership of the separate parcels which this subdivision is composed.

A Greenway of 10.27 acres is set aside to protect the wetland and riparian area towards the East side of the site. Also, 3 stormwater detention areas will occupy 3.13 acres.

As per the “Veneta Southwest Area Specific Plan (2006)”, there are 52 identified Heritage trees within the proposed development area of this site. There are also 7 identified Heritage trees within the Greenway boundary area.

33% of this site’s total tree canopy area will be retained under the design for this project.

Significant tree retention and protection:

This tree retention and protection plan is designed to conform to the intentions of Veneta Municipal Code 8.10.090 (5)(a)(i). 33% of this site’s total tree canopy area will be retained under the design for this project.

Provisions for the protection of trees to be retained will include the following procedures:

1. All activities will conform to Veneta Municipal Code 8.10.130 - Tree Protection During Construction.
2. Prior to the commencement of land clearing or other development activities, all trees to be retained shall be clearly marked with a stripe of red or orange marking paint at 3' above ground level. In many places both retained significant trees and mitigation trees will share overlapping root zones and protective fence.
3. Any stumps being removed from within the critical root zones of any trees being retained will be ground out, not pulled or dug out.
4. As soon as land clearing activities are complete, 4' high orange snow fence or erosion control fence shall be erected at the edge of the Greenway Easement, attached to 5' high fence posts.

5. With the exception of noxious vegetation as described in Veneta Municipal Code 8.05.060, all understory plants located within these fenced areas shall be retained.
6. The areas enclosed within the fenced Greenway shall not be used for the storing or staging of any soils, machinery, materials or tools.
7. No construction activity of any kind shall occur within protected critical root zones.
8. No trenching or any other excavation shall occur within protected critical root zones.

Please refer to the "Oakley Estates Tree Table" below, for descriptions of these trees.

In this table:

- Each Site ID number (Column 1) denotes a location marked on the Tree Plan Sheet.
- The "Tree Status" columns describe whether a tree is categorized as 'UNFIT' meaning that tree meets the definition of a Dead, Dying, or Hazardous tree as per Veneta Municipal Code Chapter 8.10.10(5),(6) or (7), that it is of a species which will not adapt well to the change in conditions which will come with land development (i.e. understory species which will lose the cover of larger trees); or that it is categorized as 'SIG' (Significant), meaning that tree meets the size and condition requirements necessary to be designated as a 'Significant' tree as per Veneta Municipal Code Chapter 8.10.020. Heritage trees and small trees are also designated in this column.
- 'Rating' - Trees designated for retention or as 'UNFIT' have been rated on a 0-5 scale. Trees rated at 3 or higher are considered as suitable for retention during land development
- The "Notes" column describes notable tree health, vigor and/or structural characteristics relevant to tree retention on a site to be developed. Each tree listed for retention is rated for its suitability for retention on a 0-5 scale. Trees rated at a 3 or higher are deemed good candidates for retention in proximity to occupied structures. Occasionally trees with lower ratings may be retained if they are small enough or are in locations such that they would not pose a hazard in the event of their failure.

Abbreviations and definitions of notes in the "Notes" column:

Co-dominant – a union of two or more stems of close to equal diameter.

Decline – tree is of low vigor and unlikely to survive land development process.

Dieback – a condition where the small branch tips at the exterior of the tree's crown have no live buds, and do not produce leaves. This occurs when an individual tree is of poor vigor. This is an indicator of poor health.

Included bark – where a union of two or more stems has bark trapped between the growing stems. Unions with this condition are often of weak structure.

LCR – Live Crown Ratio – the proportion of a tree's total height which has living branches growing from it. Trees with a low Live Crown Ratio have most of their foliage at the top of a tall stem and are prone to wind throw when they face increased exposure to wind forces after the removal of large nearby trees.

Stump sprouts – Common in previously logged areas, these trees have re-sprouted from the stumps of trees removed or badly damaged during logging operations. Especially when these have multiple stems, these trees are often of poor structure.

Sweep – a tree which has a lower trunk with a “J” shape

Poor taper – this describes trees which have developed in the shelter of other trees, and which have therefore not developed the graduated and proportional increase in trunk thickness necessary to support themselves once those other trees have been removed after removal of those other trees.

Assumptions and Limiting Conditions:

It is beyond my ability or responsibility to provide any absolute assurance against the failure of any tree's or group of trees' health or structure due to human activity, disease, wind, snow, ice and/or super-saturation of the soil. All trees selected for preservation have been visually examined from the ground without climbing, tissue sampling or excavation and appear to be healthy and without hazardous defect within these limitations.

The evaluation of the trees on this site did not include formal Tree Risk Assessment inspection procedures, nor is it a guarantee of the health or stability of these trees before or after construction. Inspection of these trees has been limited to visual assessment from the ground. No climbing, excavation, tissue sampling or testing for decay was performed in the course of this evaluation. The data gathered in the course of these evaluations was limited to tree species, vigor, general health and obvious structural flaws.

The attachments to this plan are based on data provided by parties other than myself. I can neither guarantee nor be responsible for information provided by others. All geographic locations, identification numbers, and tree diameters of both 'Significant' and 'Mitigation' trees are as provided by Metro Planning.

The design of this plan is based partly on the locations of trees and site construction activities as described on maps included with this application. Locations on this map are assumed to be accurate to within two feet of field locations. Some changes to trees to be removed or trees to be retained may occur as actual locations of trees or site construction activities may vary from that shown on these maps.

Prepared by:

Matthew Rivers
I.S.A. Certified Arborist #PN-0682A
Qualified Tree Risk Assessor
Phone: 541-913-5185

TREE PLAN

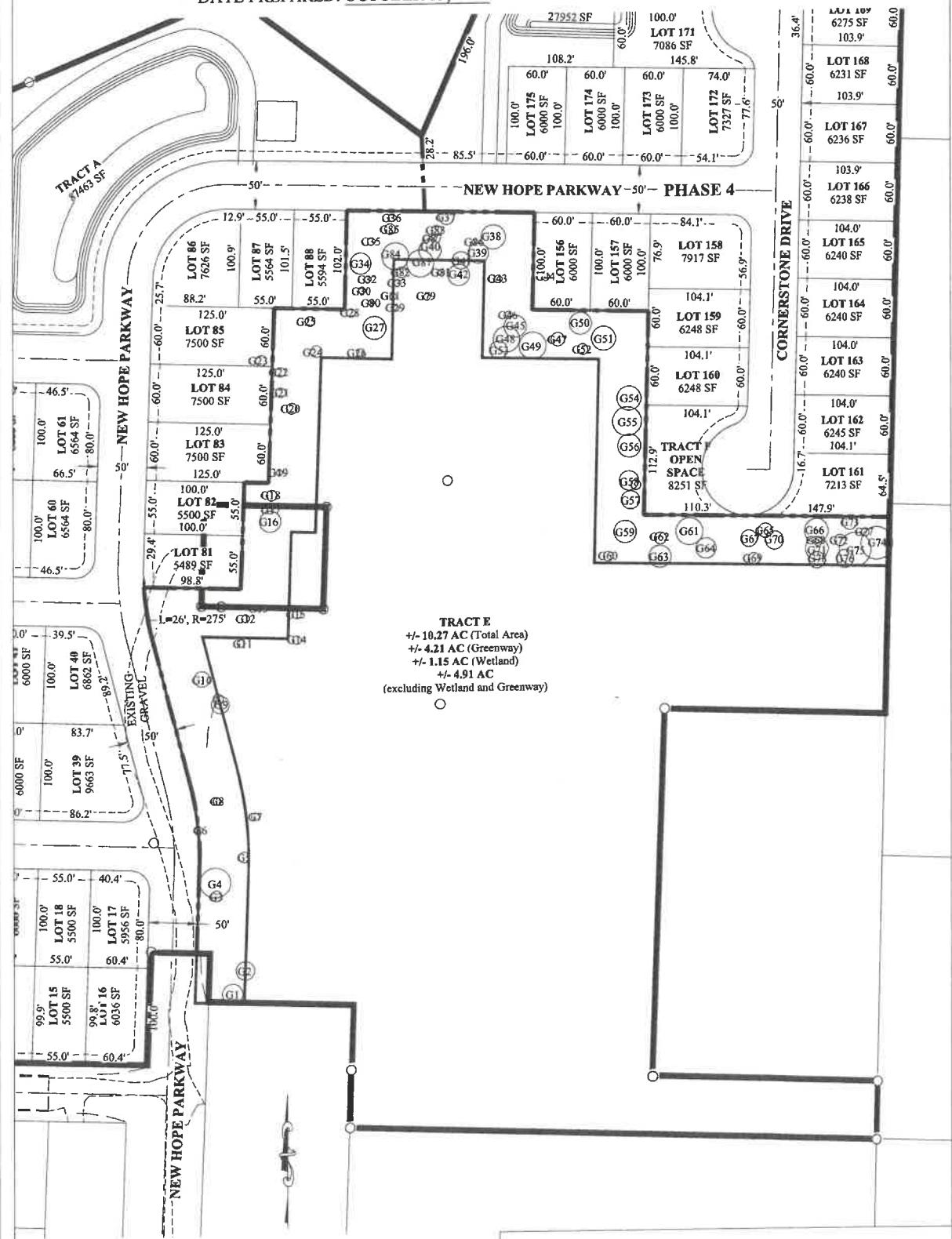
FOR

OAKLEY ESTATES

SE 1/2, SECTION 30, TOWNSHIP 17 SOUTH, RANGE 5 WEST, W.M.

VENETA, LANE COUNTY, OREGON

DATE PREPARED: OCTOBER 13, 2022



PLANNING NUMBER:
 ASSESSORS MAP/LOTS: 17-05-30-00-00900,
 00907, 00909, 00913 & 00917

Prepared By: GTX



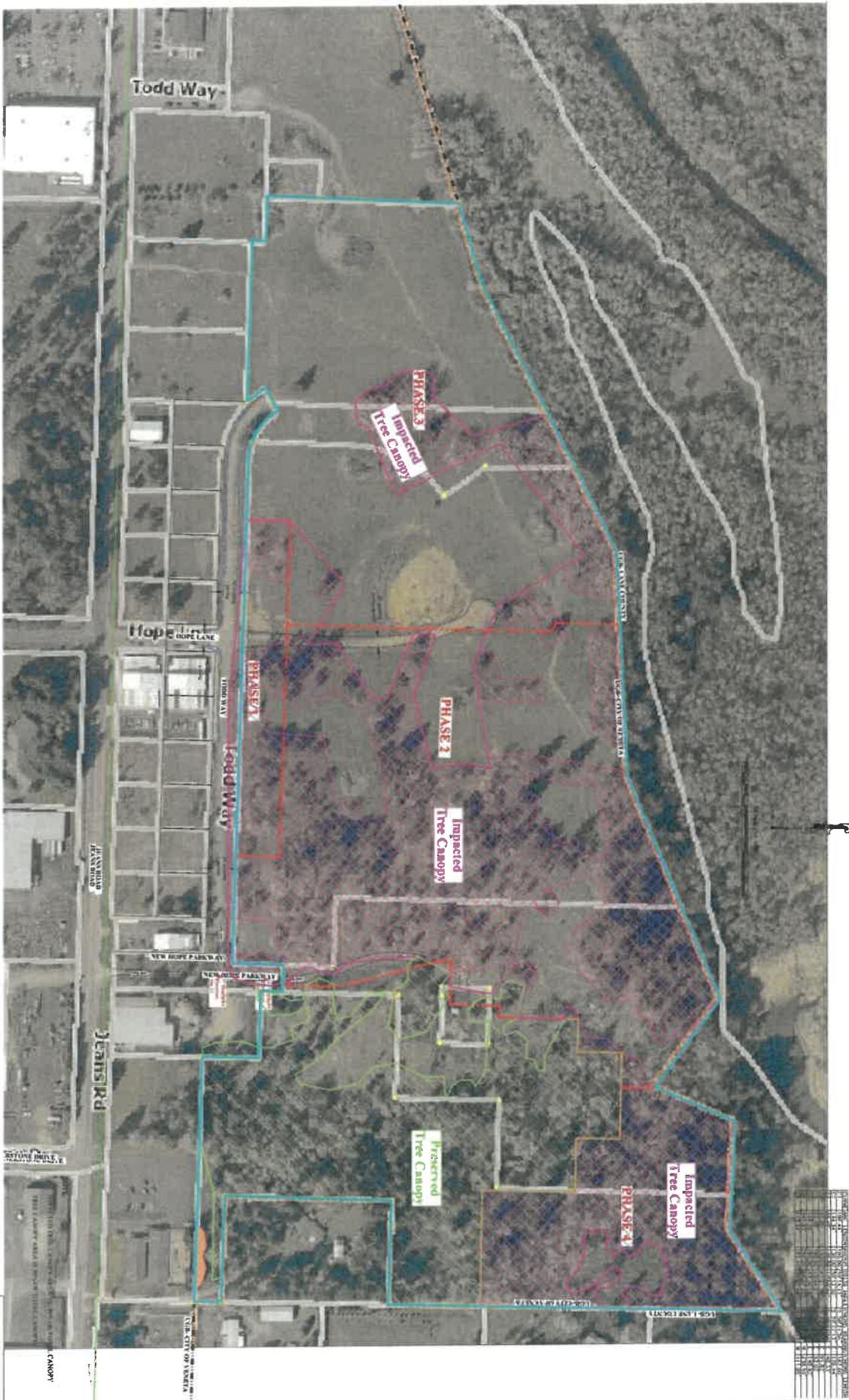
METRO PLANNING, INC

846 A STREET

SPRINGFIELD, OR. 97477

541-302-9830

JOB NO. 21-030



ASSESSMENT OF HABITAT PREFERENCES OF THE BROWN SPOTTED PUPA (LIMA) IN UGANDA

METRO PLANNING, INC

RINGFIELD, OR. 97477
541-302-9830
800 111-2345

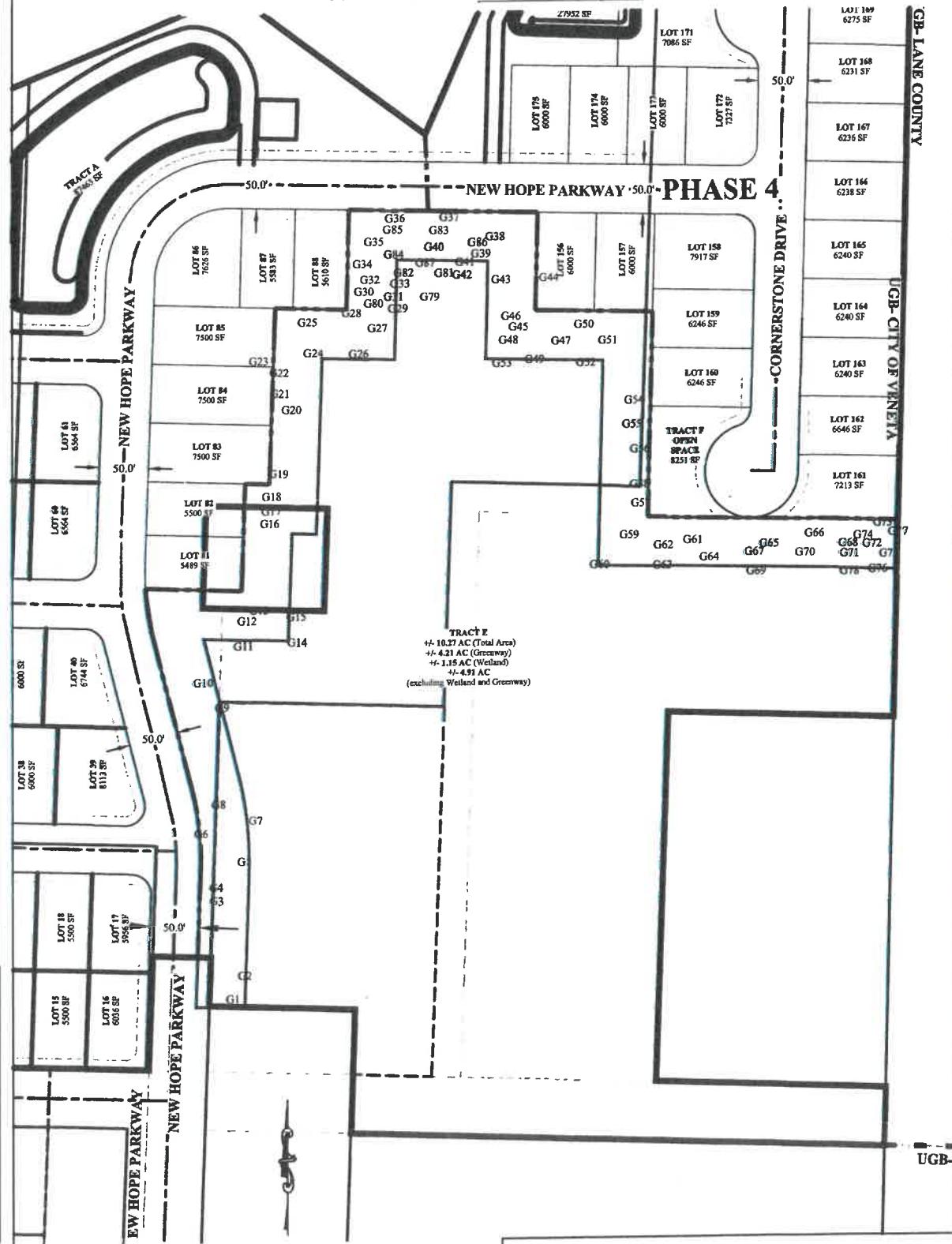
**TREE PLAN
OAKLEY ESTATES**

DATE PREPARED: JUNE 2022

PROJECT LOCATION
S 1/2 SECTION 30
T 17 S, R 5 W, W. M.
VENETA, LANE COUNTY, OREGON

**TREES WITHIN 50' OF GREENWAY BUFFER
FOR
OAKLEY ESTATES**

SE 1/2, SECTION 30, TOWNSHIP 17 SOUTH, RANGE 5 WEST, W.M.
VENETA, LANE COUNTY, OREGON
DATE PREPARED: SEPTEMBER 30, 2022



SCALE 1" = 100'



METRO PLANNING, INC

846 A STREET

SPRINGFIELD, OR. 97477

541-302-9830

JOB NO. 21-030

PLANNING NUMBER:
ASSESSORS MAP/LOTS: 17-05-30-00-00900,
00907, 00909, 00913 & 00917

Prepared By: GTX

Tree #	Tree Status	DBH	Height	Age	Species	Common Name	Notes
G1		21			<i>Pinus ponderosa</i>	Ponderosa pine	
G2		19				Doug-fir	
G3		11				Oak	
G4		31			<i>Quercus kelloggii</i>	California black oak	Dieback
G5		11				Oak	
G6		8				Oak	
G7		8				Oak	
G8		8				Oak	
G9		18				Cottonwood	
G10		16				Oak	Co-dominant
G11		8				Oak	
G12		8				Oak	
G13		7				Oak	
G14		9				Ash	
G15		9				Oak	
G16	Heritage	22			<i>Quercus garryana</i>	Oregon White oak	Co-dominant
G17		7				Oak	Trunk scar
G18		11				Oak	
G19		6				Oak	
G20		11				Oak	
G21		10				Oak	
G22		10				Oak	
G23		11				Oak	Storm-damaged
G24		12				Oak	
G25		10				Oak	
G26		8				Oak	
G27	Heritage	24			<i>Quercus garryana</i>	Oregon White oak	Co-dominant x 4
G28		9				Oak	
G29		6				Oak	
G30		7				Oak	
G31		7				Oak	
G32		7				Oak	

G64	21	<i>Quercus kelloggii</i>	California black oak	Oak	Leans into Greenway
G65	15				
G66	25	<i>Quercus kelloggii</i>	California black oak	Oak	Co-dominant x2
G67	17				
G68	9				
G69	12				
G70	19	<i>Quercus kelloggii</i>	California black oak	Oak	Co-dominant x2, poor union
G71	24				
G72	12				
G73	15				
G74	34	<i>Quercus kelloggii</i>	California black oak	Oak	Co-dominant x2, base touches #71
G75	35	<i>Quercus kelloggii</i>	California black oak	Oak	Co-dominant x2
G76	19				
G77	9				
G78	17				
G79	7				
G80	6				
G81	7				
G82	11				
G83	10				
G84	6				
G85	14				
G86	6				
G87	7				
			Doug-fir		base touches #73
			Oak		
			Ash		
			Oak		
			Oak		
			Ash		
			Oak		
			Oak		
			Alder		
			Oak		
			Ash		
			Oak		
			Ash		
			Oak		
			Co-dominant x3		
					Storm-damaged, leans into Greenway

TRAFFIC IMPACT ANALYSIS

OAKLEY ESTATES

Veneta, Oregon

June 6, 2022

Updated September 23, 2022

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW
ENGINEERING

Traffic Impact Analysis

OAKLEY ESTATES SUBDIVISION



RENEWAL 06/30/24

Veneta, Oregon

June 6, 2022

Updated September 23, 2023

Kelly Sandow PE

SANDOW
ENGINEERING
160 Madison Street, Suite A
Eugene Oregon 97402
541.513.3376
sandowengineering.com
project # 5923

EXECUTIVE SUMMARY

This report provides the Traffic Impact Analysis and findings prepared for the proposed Oakley Subdivision located in Veneta, Oregon. The subject site is located north of Jeans Road along Todd Way and Hope Lane. The site is currently vacant and is zoned General Residential. The development proposal is up to 180 single family residential lots. Access to the site will be via Hope Lane from Jeans Road and a new north south street connection to the access easement on the east side of Todd Way.

The analysis evaluates adjacent roadways and intersections for the existing conditions and conditions with the full completion of the development.

FINDINGS

The intersection of Territorial Highway at Jeans Road has an existing conditions v/c ratio of greater than 1.0 for the eastbound left and westbound approaches during the AM and PM peak hours. The v/c ratio will continue to not meet standards with the project in place. The City has identified with the TSP's Financially Constrained Project list, the realignment of Jeans Road to the north with appropriate traffic control at the newly created intersection. As a result of the high v/c ratio, the crash frequency and types of crashes, and the queuing conditions it is recommended, that an interim improvement be considered. One option is the installation of an all-way stop control to improve the safety of vehicles crossing or turning from the side street. Another solution is to implement measures to reduce the speed on Territorial between the signal and the UGB. Speeds should be 25 mph with high visibility signage.

CONTENTS

1.0 BACKGROUND	4
2.0 SCOPE OF WORK	4
3.0 EXISTING ROADWAY CONDITIONS	5
3.1 STREET NETWORK	5
TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA	5
FIGURE 1- VICINITY MAP AND SITE LOCATION	6
FIGURE 2 –INTERSECTION CONTROL AND LANE CONFIGURATION	7
3.2 INTERSECTION CRASH EVALUATION	8
TABLE 2: INTERSECTION CRASH RATES	8
3.3 SPIS EVALUATION	9
4.0 DEVELOPMENT TRIP GENERATION AND DISTRIBUTION	9
TABLE 3: TRIP GENERATION	9
FIGURE 3: AM PEAK HOUR DEVELOPMENT TRIP DISTRIBUTION	10
FIGURE 4: PM PEAK HOUR DEVELOPMENT TRIP DISTRIBUTION	11
5.0 BACKGROUND TRAFFIC VOLUMES	12
5.1 INTERSECTION COUNTS	12
5.2 SEASONAL ADJUSTMENT	12
5.3 FUTURE YEAR BACKGROUND VOLUMES	13
5.4 PIPELINE TRIPS	13
5.5 PEAK HOUR VOLUMES	13
FIGURE 5 – YEAR 2022 AM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	14
FIGURE 6 – YEAR 2022 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	15
FIGURE 7 – YEAR 2024 AM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	16
FIGURE 8 – YEAR 2024 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	17
FIGURE 9 – YEAR 2029 AM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	18
FIGURE 10 – YEAR 2029 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES	19
FIGURE 11: YEAR 2024 AM PEAK HOUR VOLUMES WITH DEVELOPMENT	20
FIGURE 12: YEAR 2024 PM PEAK HOUR VOLUMES WITH DEVELOPMENT	21
FIGURE 13: YEAR 2029 AM PEAK HOUR VOLUMES WITH DEVELOPMENT	22
FIGURE 14: YEAR 2029 PM PEAK HOUR VOLUMES WITH DEVELOPMENT	23
6.0 INTERSECTION ANALYSIS	24
6.1 PERFORMANCE MEASURES	24
TABLE 4: INTERSECTION JURISDICTION AND STANDARD	24
6.2 INTERSECTION OPERATION	25

TABLE 5: INTERSECTION PERFORMANCE: YEAR WEEKDAY AM PEAK HOUR.....	25
TABLE 6: INTERSECTION PERFORMANCE: YEAR WEEKDAY AM PEAK HOUR.....	26
6.3 QUEUING ANALYSIS	26
TABLE 7: INTERSECTION QUEUING: WEEKDAY AM PEAK HOUR	27
TABLE 8: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR.....	28
7.0 BICYCLE AND PEDESTRIAN DEMAND	29
TABLE 19: PEDESTIRAN AND BICYCLE VOLUMES.....	29
8.0 MITIGATION	29
TERRITORIAL HIGHWAY AT JEANS ROAD	29
TABLE 10: INTERSECTION PERFORMANCE: JEANS AT TERRITORIAL WITH MITIGATION	31
TABLE 11: INTERSECTION QUEUING: AM PEAK HOUR WITH MITIGATION	31
TABLE 12: INTERSECTION QUEUING: PM PEAK HOUR WITH MITIGATION.....	31
FIGURE 15: MUTCD WARRANT 3, PEAK HOUR	32
9.0 CONCLUSION.....	34
FINDINGS.....	34

LIST OF APPENDICES

APPENDIX A: SITE PLAN
APPENDIX B: SCOPE OF WORK
APPENDIX C: CRASH DATA
APPENDIX D: TRAFFIC VOLUMES
APPENDIX E: SYNCHRO OUTPUTS
APPENDIX F: QUEUING OUTPUTS
APPENDIX G: MITIGATION OUTPUTS

1.0 BACKGROUND

This report provides the Traffic Impact Analysis and findings prepared for the proposed Oakley Subdivision located in Veneta, Oregon. The subject site is located north of Jeans Road along Todd Way and Hope Lane and south of the Urban Growth Boundary. The site is comprised of several tax lots, is currently vacant, and is zoned General Residential. The development proposal is up to 180 single family residential lots. The existing zoning supports the development proposal, a zone change is not requested.

Access to the site will be via Hope Lane from Jeans Road and a new north south street connection Jeans Road via the access easement on the east side of Todd Way. The development will include the construction of internal street connections with a stubbed roadway connection to the western property line for future street connectivity. The northern property line is bordered by the Urban Growth Boundary and wetlands. There is no future development potential north of this development. Therefore, no stubbed street connections to the north are proposed.

The site plan is included in Appendix A.

2.0 SCOPE OF WORK

The traffic study is performed in accordance with the City of Veneta, ODOT, and Lane County criteria. The scopes of work are provided in Appendix B. The traffic impacts were evaluated for the weekday AM and PM peak hours. The operational analysis is performed for the following conditions:

- Existing year 2022
- Year of completion, year 2024, with and without the proposed development
- Five-year planning horizon, year 2029, with and without the proposed development

The evaluation is to consider intersections that will have 50 or more added development trips and intersections that are specifically identified in the scope of works. The evaluation includes the intersections:

- Territorial Highway at Jeans Road
- Territorial Highway at Highway 126
- Highway 126 at Cornerstone
- Highway 126 at Hope Lane
- Jeans Road at Hope Lane
- Jeans Road at Todd Way
- Highway 126 at Huston Road

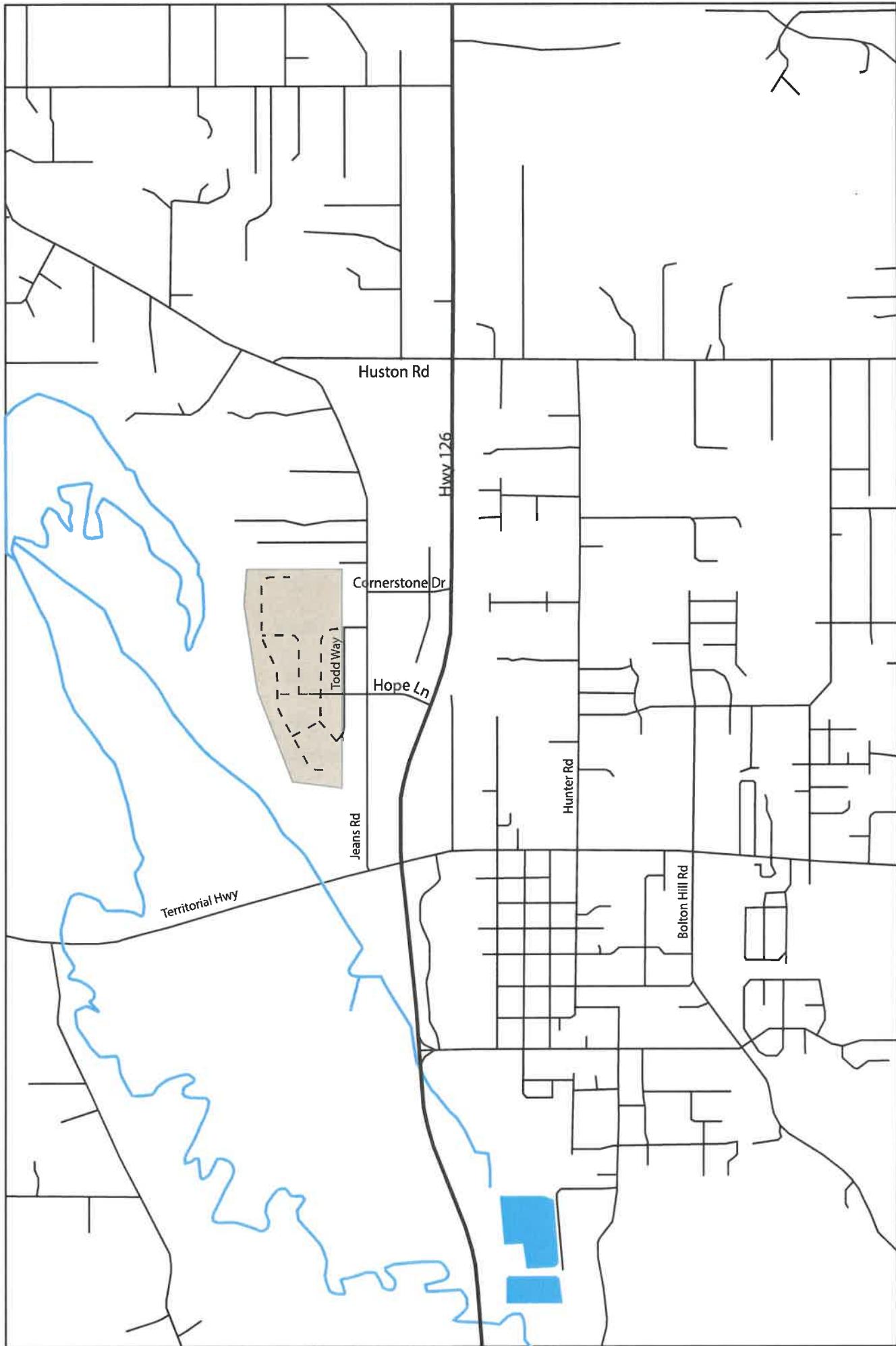
3.0 EXISTING ROADWAY CONDITIONS

3.1 STREET NETWORK

Streets included within the study are Highway 126, Territorial Highway, Jeans Road, Todd Way, and Hope Lane. The roadway characteristics within the study area are included in Table 1. Figure 1 illustrates the site location and study area. Figure 2 illustrates the study area intersection geometry and access control.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Highway 126	Territorial Highway	Jeans Road	Todd Way	Hope Lane
Jurisdiction	ODOT	Lane County	City of Veneta	City of Veneta	City of Veneta
Functional Classification	Statewide Highway/ Principal Arterial	Rural Minor Arterial	Major Collector	Local Street	Minor Collector
Posted Speed	55 mph	35 mph	45 mph	25 mph	25 mph
Lanes per Direction	1	1	1	1	1
Center Left Turn lane	TWLTL	TWLTL	None	None	None
Restrictions in the Median	No	No	No	No	No
Bikes Lanes Present	Shoulder	Yes	None	No	No
Sidewalks Present	None	Yes	Intermittent	Intermittent	Intermittent
Transit Route	Yes	Yes	No	No	No
On-Street Parking	None	None	None	Yes	Yes



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Figure 1: Site Location and Vicinity Map

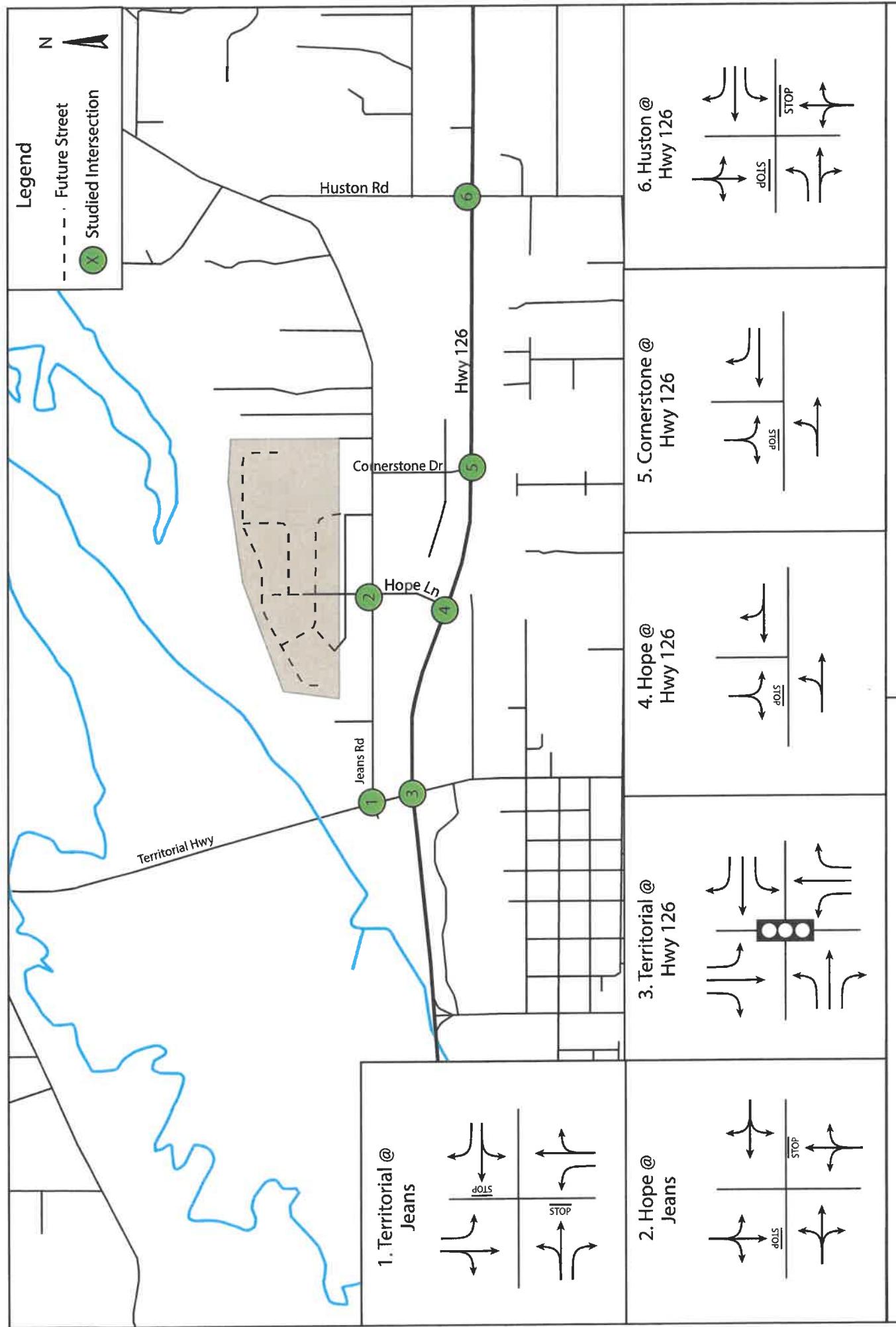


Figure 2: Lane Geometry and Intersection Control

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3.2 INTERSECTION CRASH EVALUATION

A crash investigation was performed for the study area intersections. The analysis investigates crashes that have been reported to the state for the most recent 5 years, 1/01/2016-12/31/2020, to determine a crash rate in crashes per million vehicles on the roadway and the types of crashes that occurred. The crash rate is compared to a statewide crash rate of 0.86 for signalized intersections, 0.293 for three-legged stop-controlled intersections, and 0.408 for four-legged stop-controlled intersections. If the calculated crash rate exceeds the statewide crash rate, the location is investigated for further mitigation measures. Crash data was provided by ODOT for the study area and included in Appendix C. The results of the crash analysis are provided in Table 2.

TABLE 2: INTERSECTION CRASH RATES

Location	Number of Crashes	Types of Crashes						ADT	Crash Rate*	State Crash Rate
		Head	Rear	Side	Turn	Other	Pedestrian / Bike			
Highway 126/ Territorial Road	17	0	8	0	5	2	1	20,740	0.45	0.86
Highway 126/ Cornerstone	1	0	0	0	1	0	0	13,320	0.04	0.293
Highway 126/ Huston Road	9	0	0	0	2	7	0	13,580	0.36	0.293
Jeans Road / Hope Lane	1	0	0	0	1	0	0	2,350	0.23	0.408
Territorial Road/ Jeans Road	17	0	2	0	4	11	0	13,650	0.68	0.408

*(crashes/million entering vehicles)

The intersections of Highway 126 at Hope Lane had no reported crashes in the last 5 years.

At the intersection of Highway 126 at Territorial Highway there was one reported crash involving a pedestrian. The crash occurred on October 30, 2018, at approximately 6 PM. The crash was a pedestrian in the crosswalk and a westbound vehicle turning right from Highway 126 to Territorial Road. The error was assigned to the vehicle for not yielding to the pedestrian in the crosswalk. There are no geometric or timing concerns that would be recommended for this intersection.

The crash rate at the intersection of Territorial Hwy at Jeans Road exceeds the statewide crash rate. There were 17 reported crashes in the past 5 year. Ten of the 17 crashes that occurred were from vehicles that were crossing Territorial HWY between Jeans Road and the shopping center colliding with through vehicles on Territorial. There was not a specific pattern on a particular direction that would indicate any geometrical or line of sight issues (the crashes were evenly distributed upon the crossing movements). Four of the reported crashes are from vehicles turning from Jeans Road onto Territorial Road colliding with a through vehicle on Territorial Road.

3.3 SPIS EVALUATION

Highway 126 at Territorial Highway is listed as a top 15% SPIS site for the current year reported, SPIS 2020 (year 2017-2019 crashes). Highway 126 at Huston Road is listed as a top 10% SPIS site for the reported years of SPIS 2020 (year 2017-2019 crashes), SPIS 2019 (year 2016-2018 crashes), and SPIS 2018 (year 2015-2017 crashes). As per ODOT's Analysis Procedures Manual, when a site is within the top 5% SPIS locations then a safety investigation is performed to determine if there is a safety improvement fix to the problem. The SPIS locations within the study area are not within the top 5%, therefore, so safety improvements are triggered.

4.0 DEVELOPMENT TRIP GENERATION AND DISTRIBUTION

The traffic generated by this site is estimated using the ITE Trip Generation Manual 11th Edition. The closest ITE Land Use is 210- Single Family Residential. The peak hour development trips are provided in Table 3.

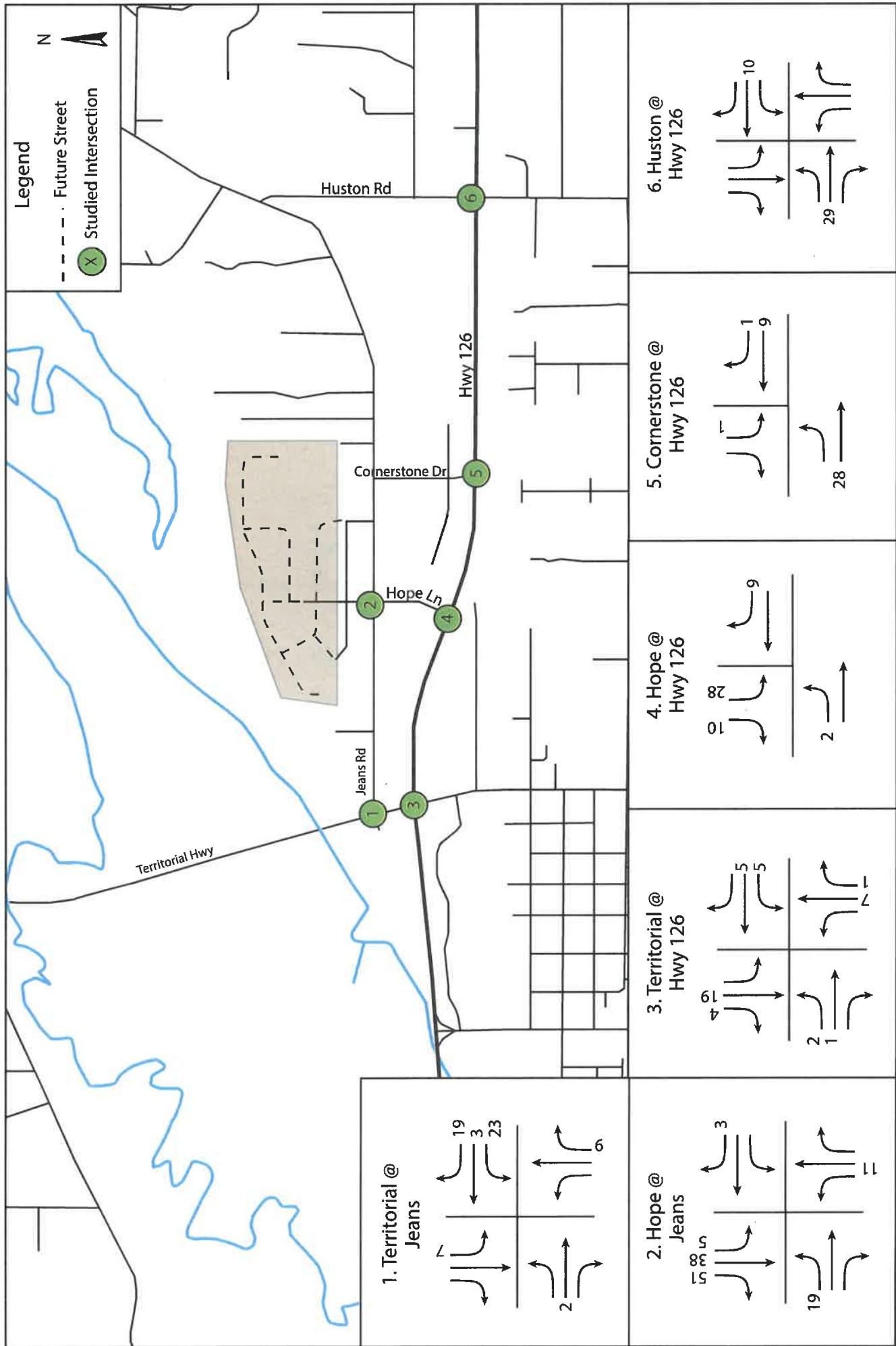
TABLE 3: TRIP GENERATION

ITE Land Use	Size (ksf)	Rate	Trip Generation					
			Trips	%IN	%OUT	IN	OUT	
AM Peak Hour Trips								
210-Single Family Residential	180	$\text{Ln}(T)=0.91\text{LN}(x)+0.12$	127	26%	74%	33	94	
PM Peak Hour Trips								
210-Single Family Residential	180	$\text{Ln}(T)=0.94\text{LN}(x)+0.27$	173	63%	37%	109	64	

The trips were distributed through the study area based on existing travel patterns as described below:

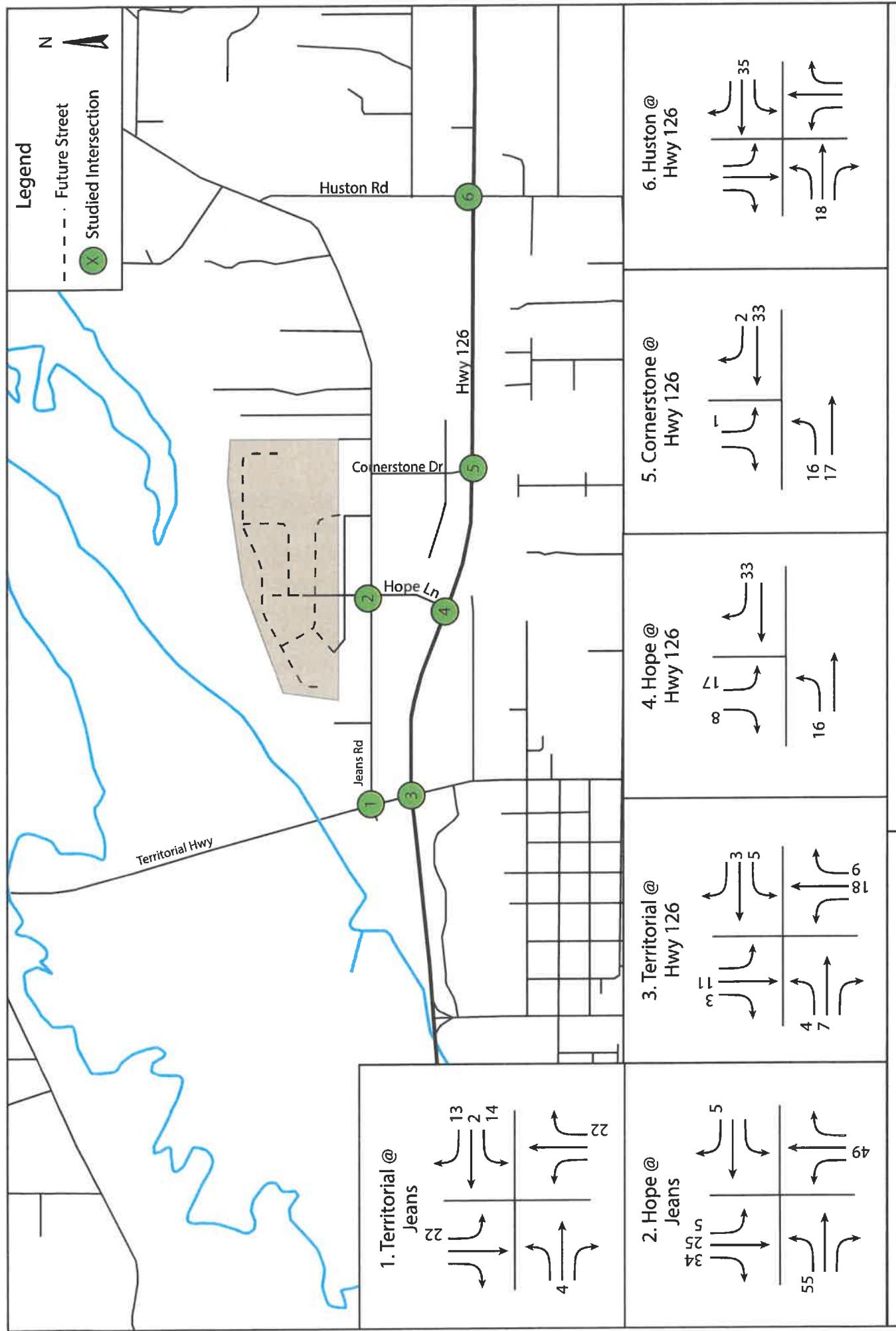
- 20% to/from North on Territorial Road
- 10% to/from West on Highway 126
- 25% to/from South on Territorial Road
- 35% to/from East on Highway 126
- 10% to/from the commercial areas west of the site

The traffic volumes were distributed according to the percentages above and are illustrated in Figure 3 for the AM peak hour and Figure 4 for the PM peak hour.



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Figure 3: AM Development Trip Distribution



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Figure 4: PM Development Trip Distribution

5.0 BACKGROUND TRAFFIC VOLUMES

5.1 INTERSECTION COUNTS

As part of the analysis, PM peak hour turning movement counts were collected at the study area intersections. Traffic counts were performed for the weekday peak period of 7:00-9:00 AM and 4:00 PM to 6:00 PM. The turning movement counts illustrate that the weekday peak hours occur from 7:15-8:15 PM and 4:15-5:15 PM.

The traffic volumes are included in Appendix D.

5.2 SEASONAL ADJUSTMENT

Application of seasonal adjustment factors account for the fact that through volumes along State Highways fluctuate from month to month due to changes in recreational behavior, etc. The design hour traffic volumes are adjusted to reflect traffic conditions on roadways during the peak month of the year using a seasonal adjustment factor.

The traffic counts were taken in February and March. Therefore, adjusting for the seasonal fluctuation in traffic was considered for the study area intersections. The seasonal adjustment was determined using the methodology outlined by ODOT's *ANALYSIS PROCEDURES MANUAL (APM)*. ODOT has an automatic traffic recorder ATR 20-005 located approximately three miles to the west. The ATR data indicates that Highway 126 typically experiences a peak in traffic during July and August. As stated previously, the ATR is located approximately 3 miles to the west of the intersection of Highway 126 and Territorial Road, during this distance, the surrounding area becomes more rural in nature with a lower volume of vehicles entering and exiting the roadway. The ODOT Traffic Volumes Table indicates that the AADT at the ATR is 6,800, the AADT at the intersection of Highway 126 and 8th Street (last major intersection at the west edge of the city limits) is 7,400, and the AADT at the intersection of Highway 126 and Territorial Road is 10,400. There is more than a 35% reduction in traffic between the intersection of Highway 126 and Territorial Road and the ATR. Due to the rural nature and lower traffic volumes at the ATR, the seasonal fluctuation that is experienced at the ATR will be higher than what is experienced at Highway 126 and study area intersections. As per the APM methodology, the ATR data should not be used.

As illustrated within the City of Veneta's Transportation System Plan, a majority of traffic with the City during the peak periods is associated with employment travel. Additionally, most of the employment travel are residents commuting to Eugene and Junction City for employment, and most of the commute travel use Highway 126 and Territorial Road. Therefore, these roadways experience seasonal fluctuation associated with commuter travel patterns. ODOT provides seasonal adjustment factors for "commuter" travel trends, as described within ODOT's *2021 SEASONAL TREND TABLE*. The seasonal adjustment factor for the commuter trend is 1.228 for the February counts and 1.097 for the March count.

The seasonal adjustment calculation is included in Appendix D.

5.3 FUTURE YEAR BACKGROUND VOLUMES

The proposed site development is projected to be completed by the year 2024. Consistent with the traffic impact analysis criteria, the intersections were evaluated for the year of completion, the year 2024, and a 5-year planning horizon, the year 2029. The growth rate for roadways within the study area was determined using the traffic forecasts within the City of Veneta Transportation System Plan (TSP). The TSP predicts an annual growth rate of 0.5% per year between 2017 and 2040. To be conservative, a 1.0 % growth rate was applied to the year 2022 volumes to obtain the year 2024 and 2029 traffic volumes. The growth rate calculations are included in Appendix D.

5.4 PIPELINE TRIPS

The trips from the previously approved but not yet built Madrone Ridge Subdivision located west of Territorial Road south of Perkins Road of this project site were added to the background traffic volumes.

5.5 PEAK HOUR VOLUMES

The existing traffic volumes were adjusted according to the methodology described above. Appendix D provides the traffic volume calculations. Figures 5 and 6 illustrates the year 2022 AM and PM peak hour background traffic volumes, Figures 7 and 8 illustrates the year 2024 AM and PM peak hour background traffic volumes, and Figure 9 and 10 illustrates the year 2029 AM and PM peak hour background traffic volumes. Figures 11 and 12 illustrates the year 2024 AM and PM peak hour traffic volumes with the development in place Figures 13 and 14 illustrates the year 2029 AM and PM traffic volumes with the development in place.

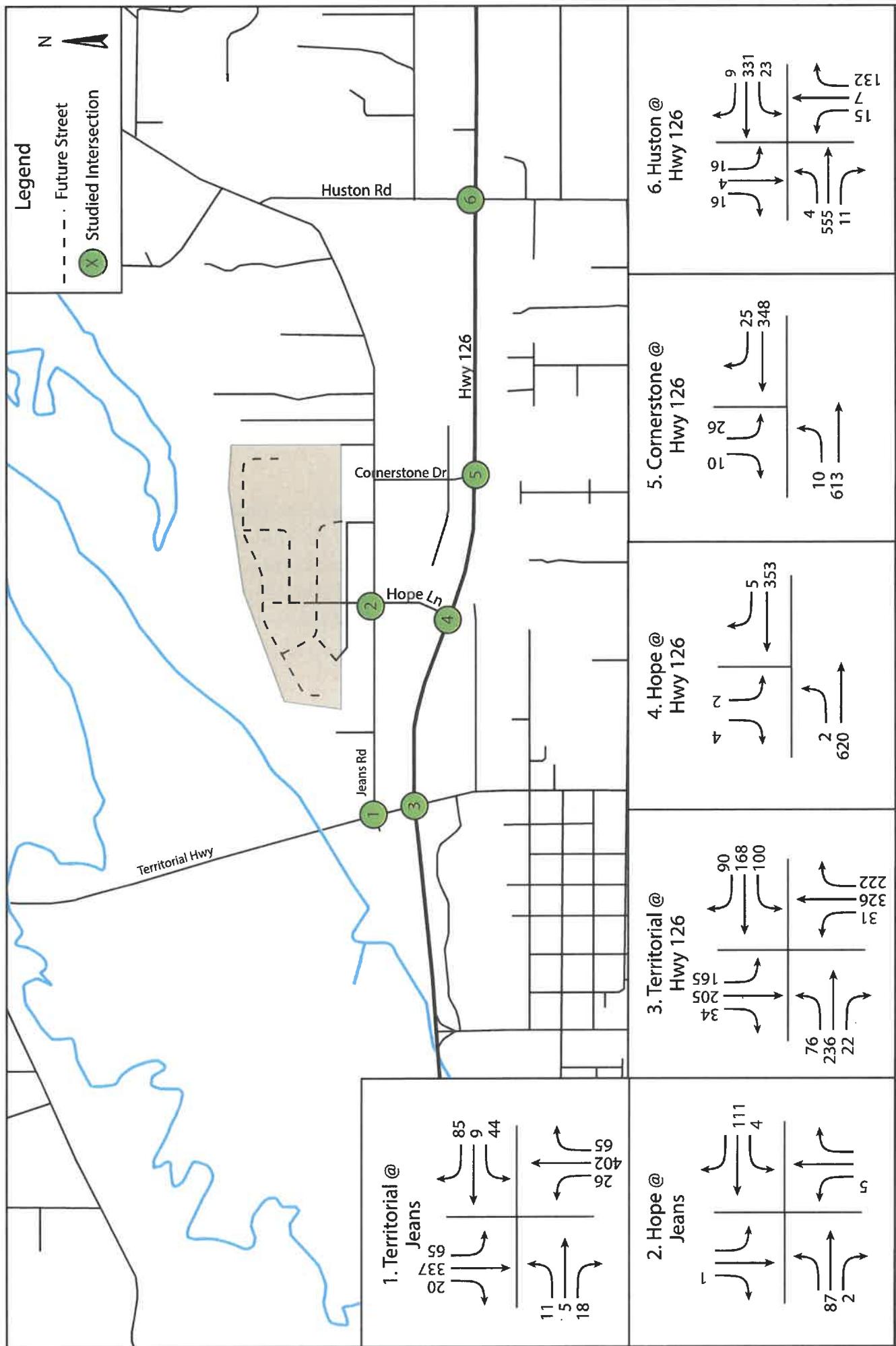


Figure 5: Year 2022 AM Background Peak Hour Traffic Volumes

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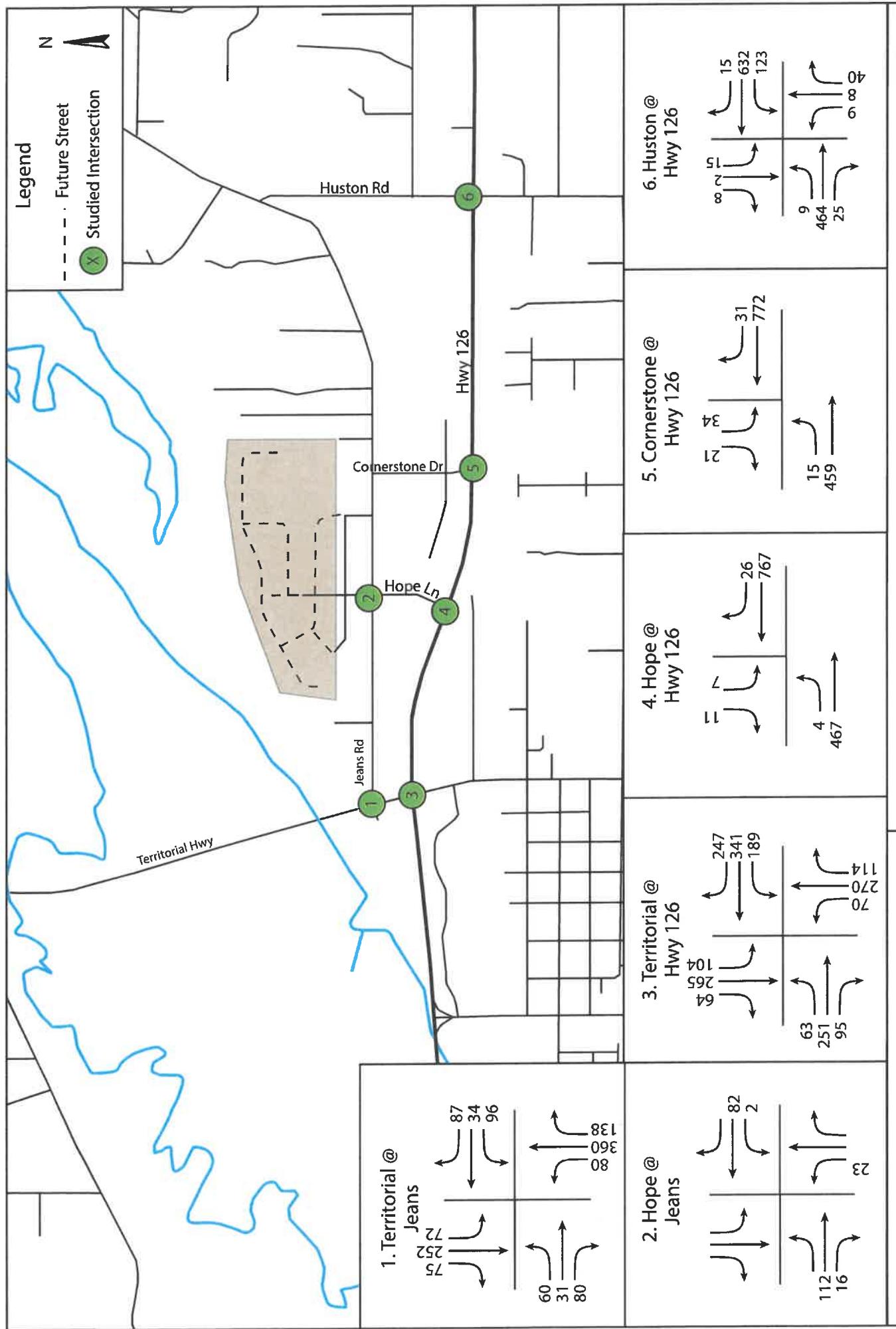


Figure 5: Year 2022 PM Background Traffic Volumes

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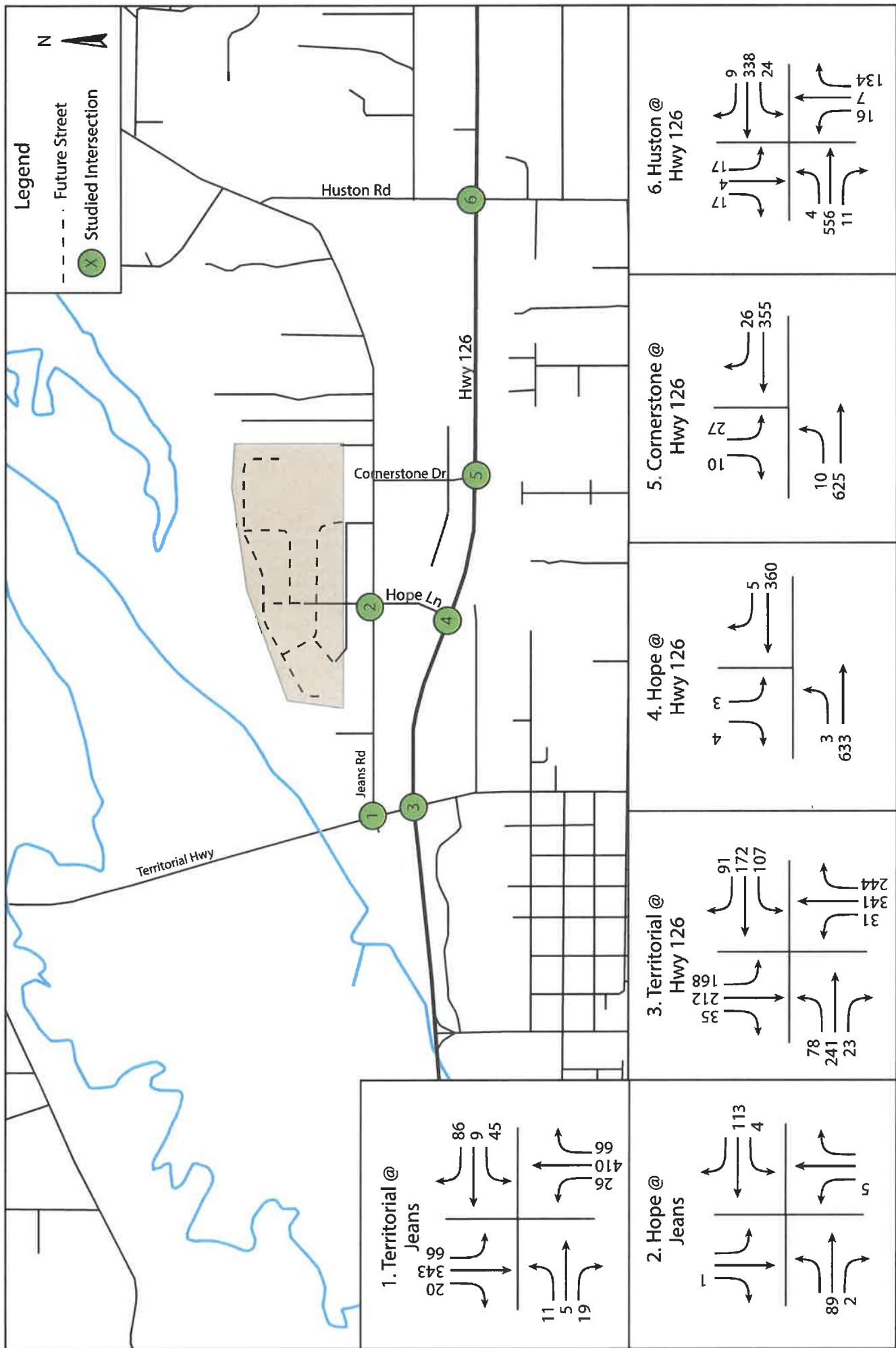


Figure 7: Year 2024 AM Background Peak Hour Traffic Volumes

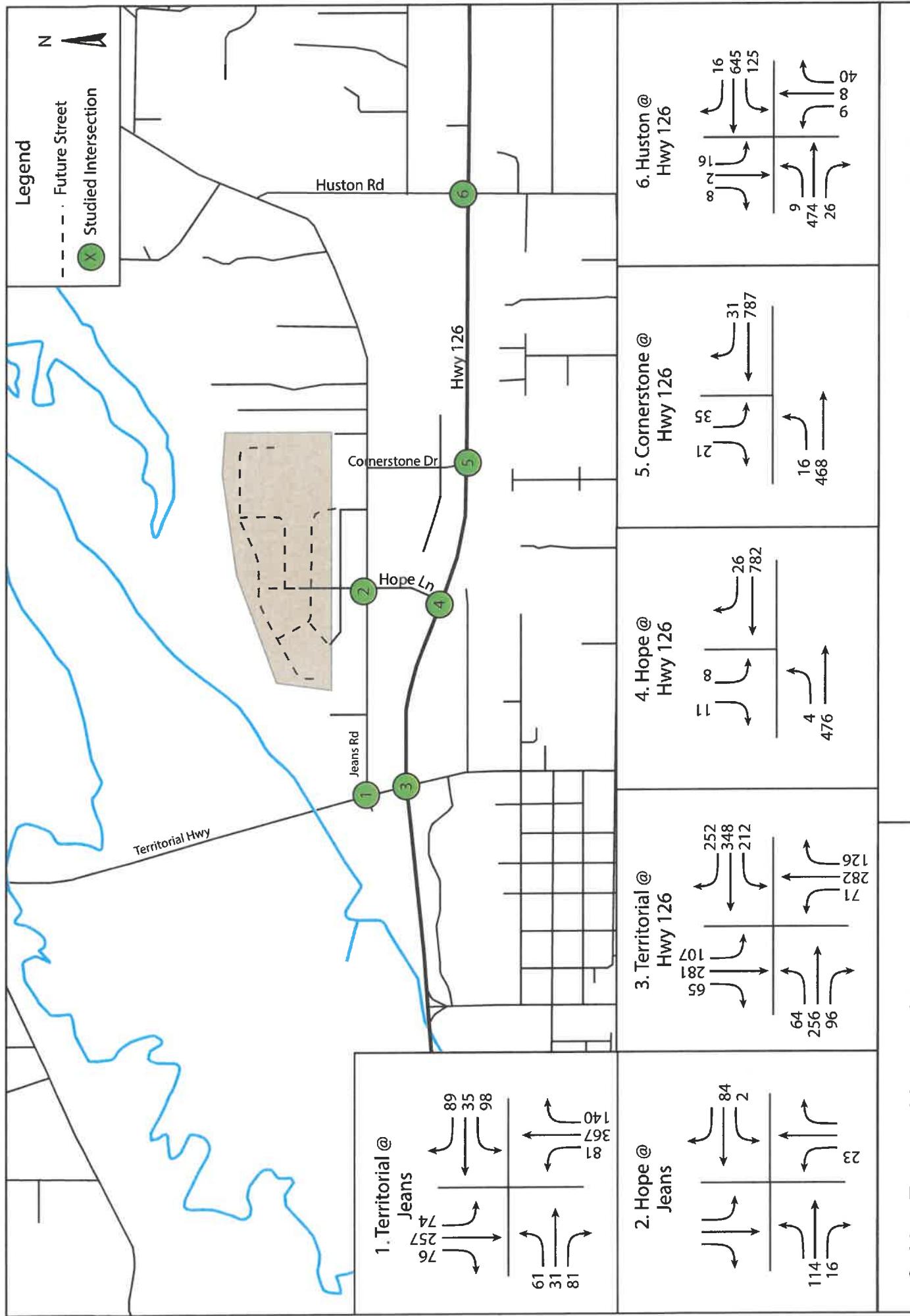


Figure 8: Year 2024 PM Background Traffic Volumes

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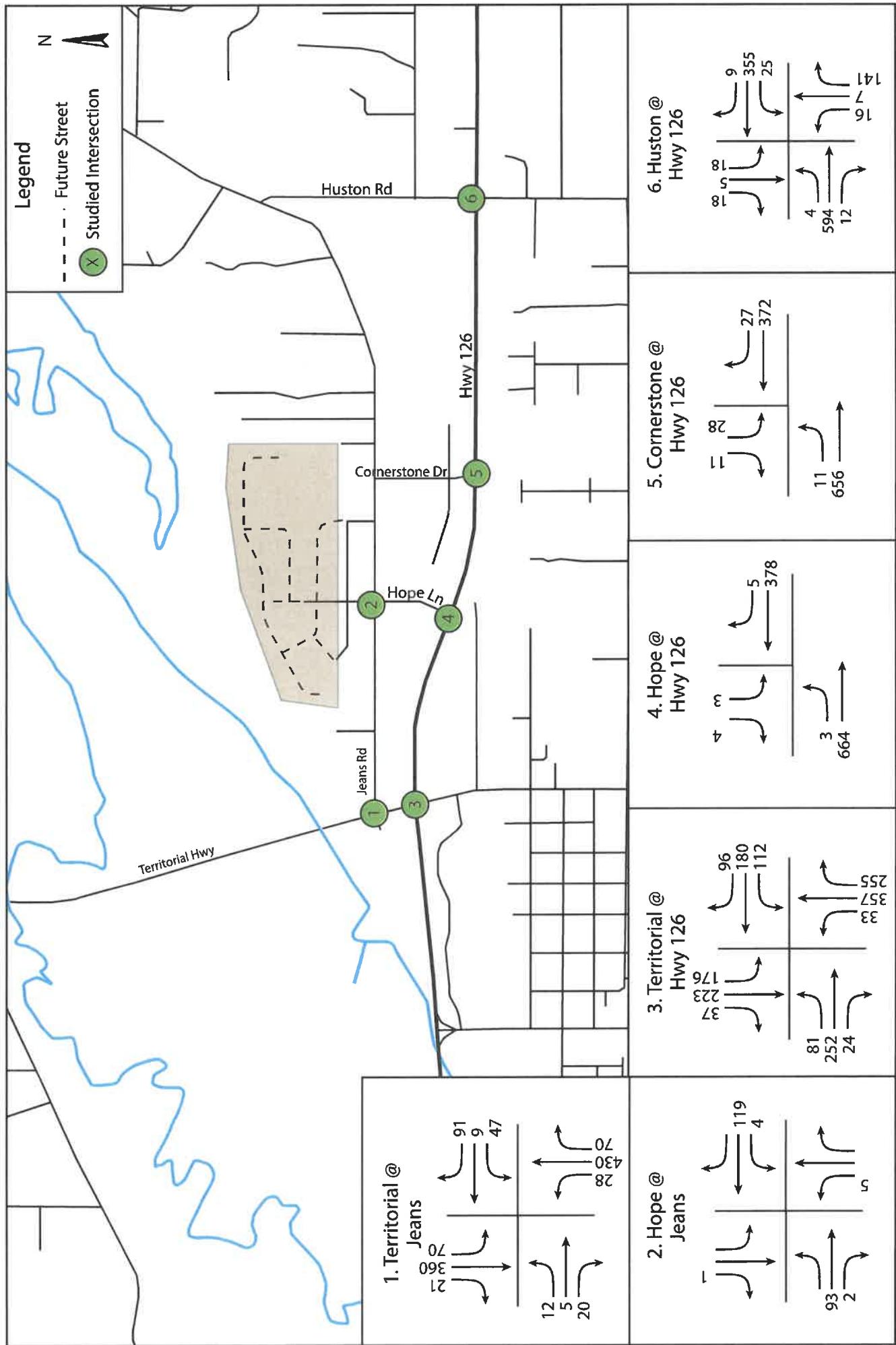


Figure 9: Year 2029 AM Background Peak Hour Traffic Volumes

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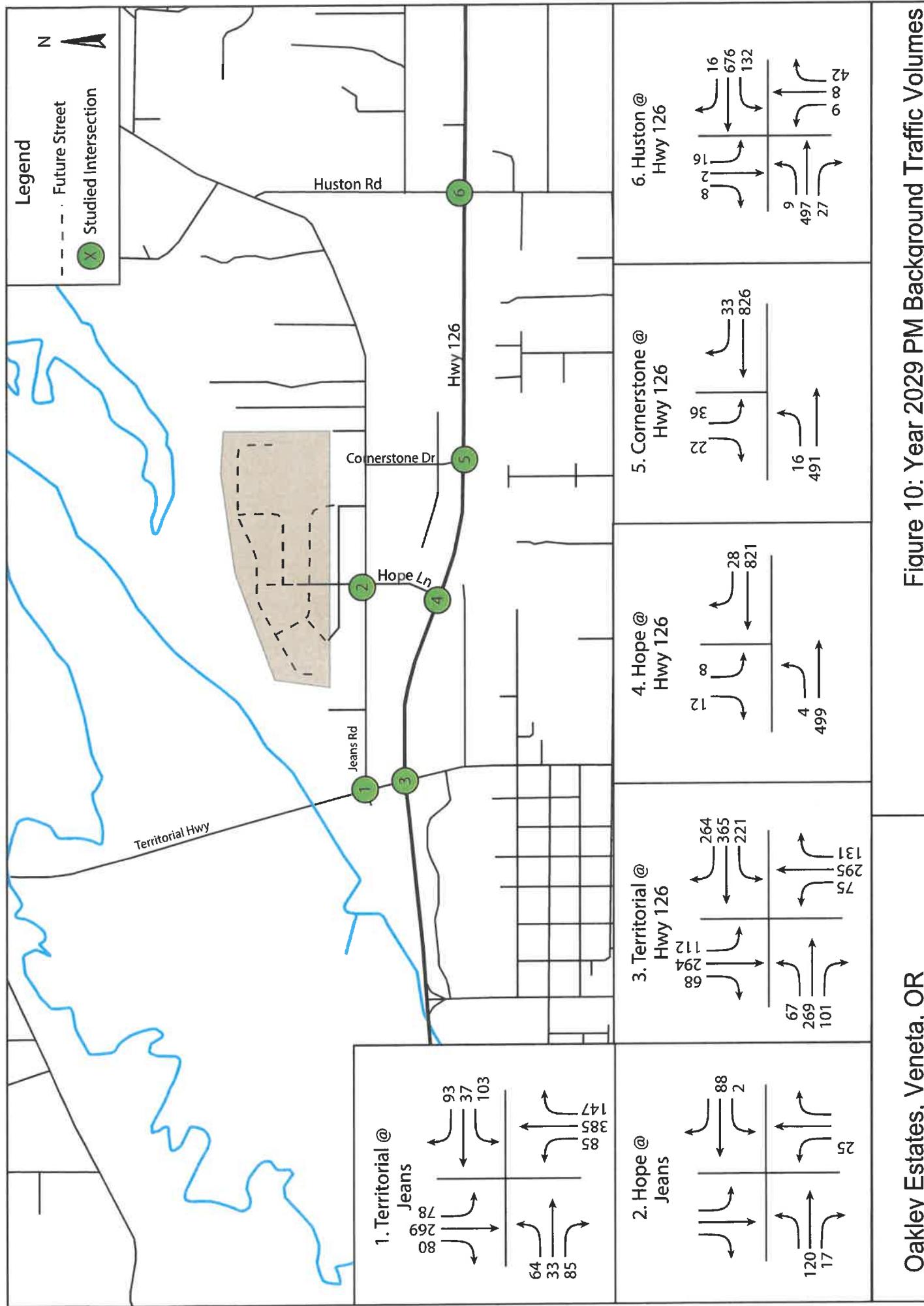


Figure 10: Year 2029 PM Background Traffic Volumes

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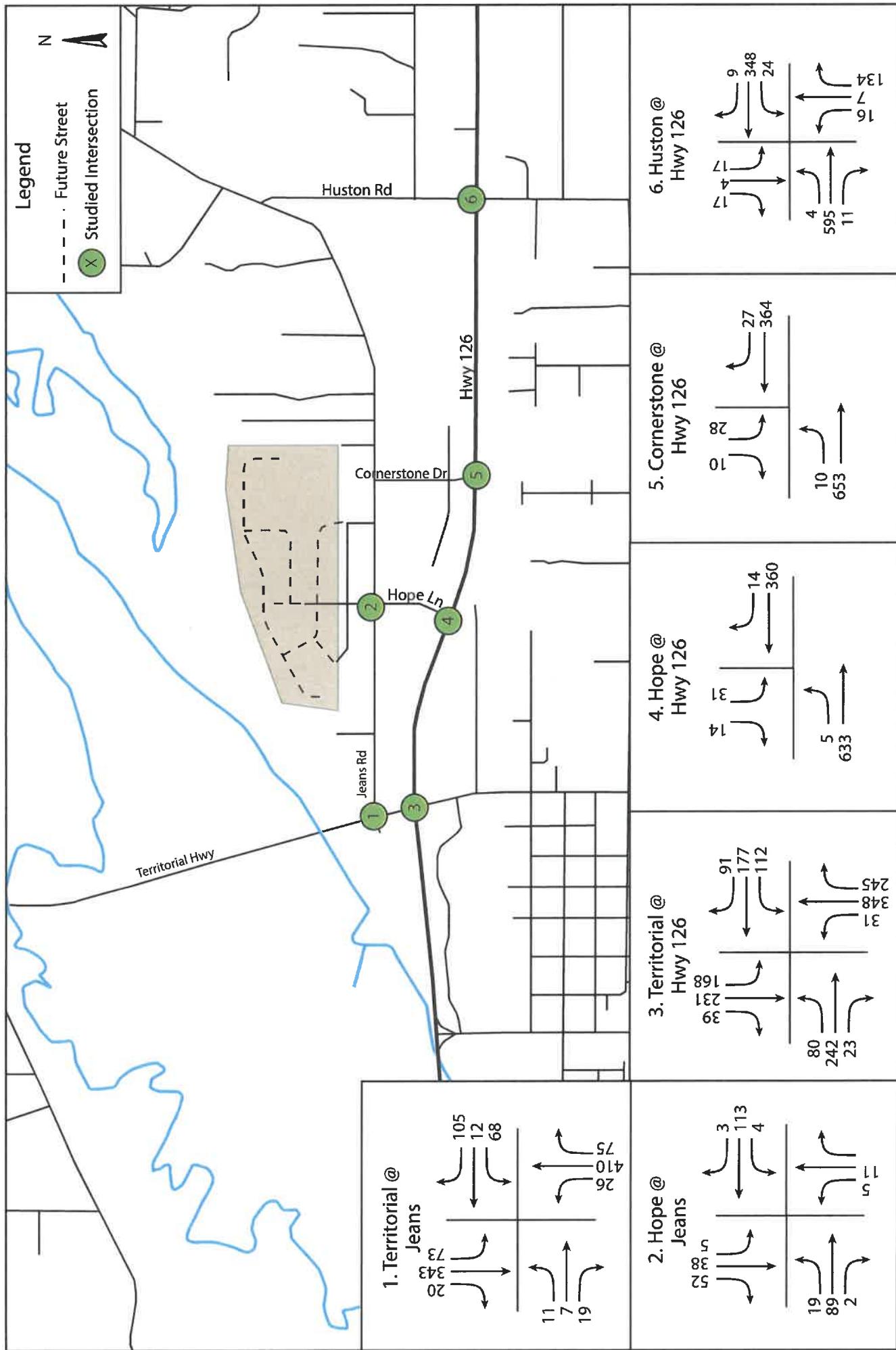


Figure 11: Year 2024 AM Peak Hour Traffic Volumes with Development

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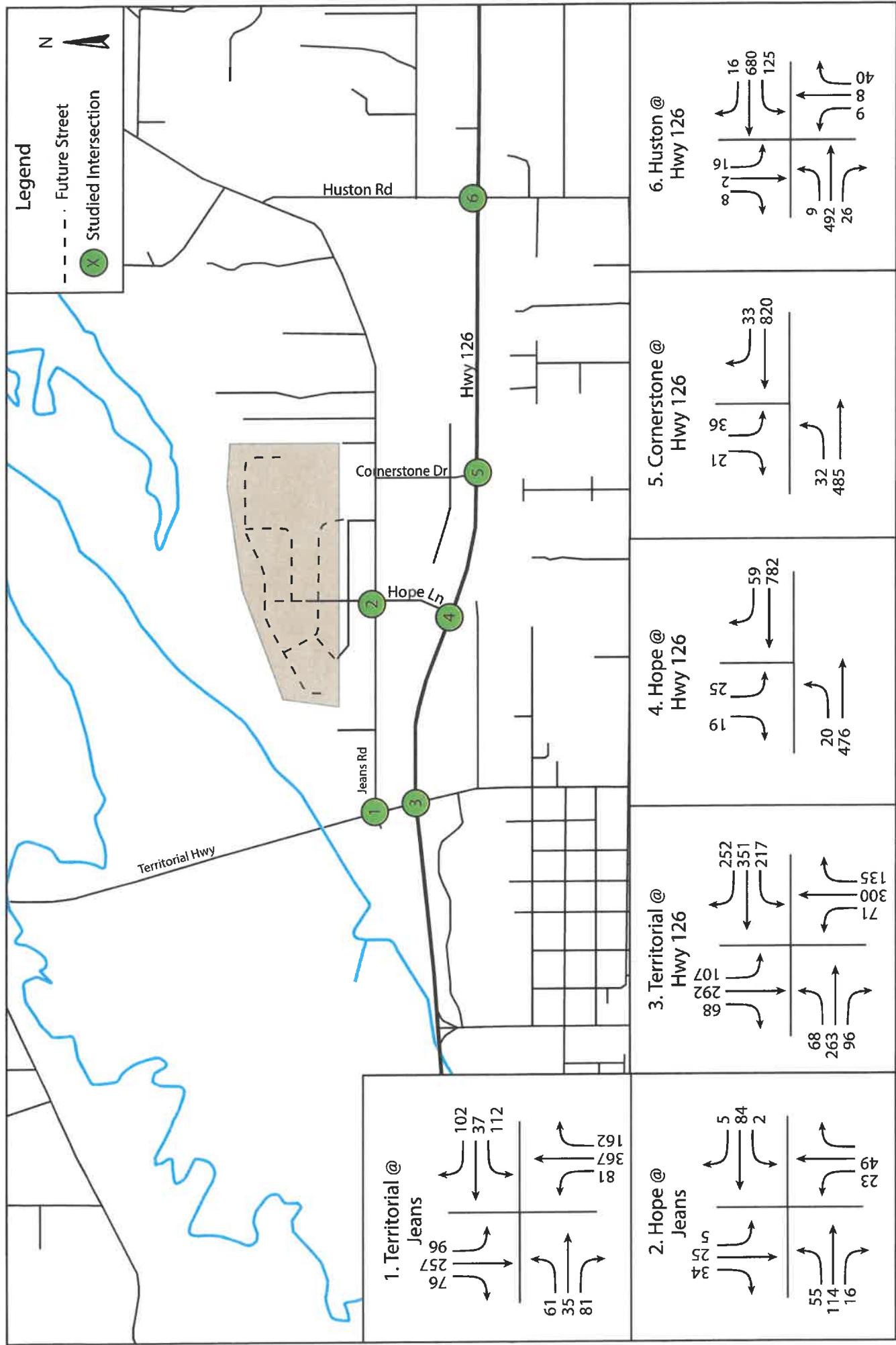


Figure 12: Year 2024 PM Peak Hour Traffic Volumes With Development

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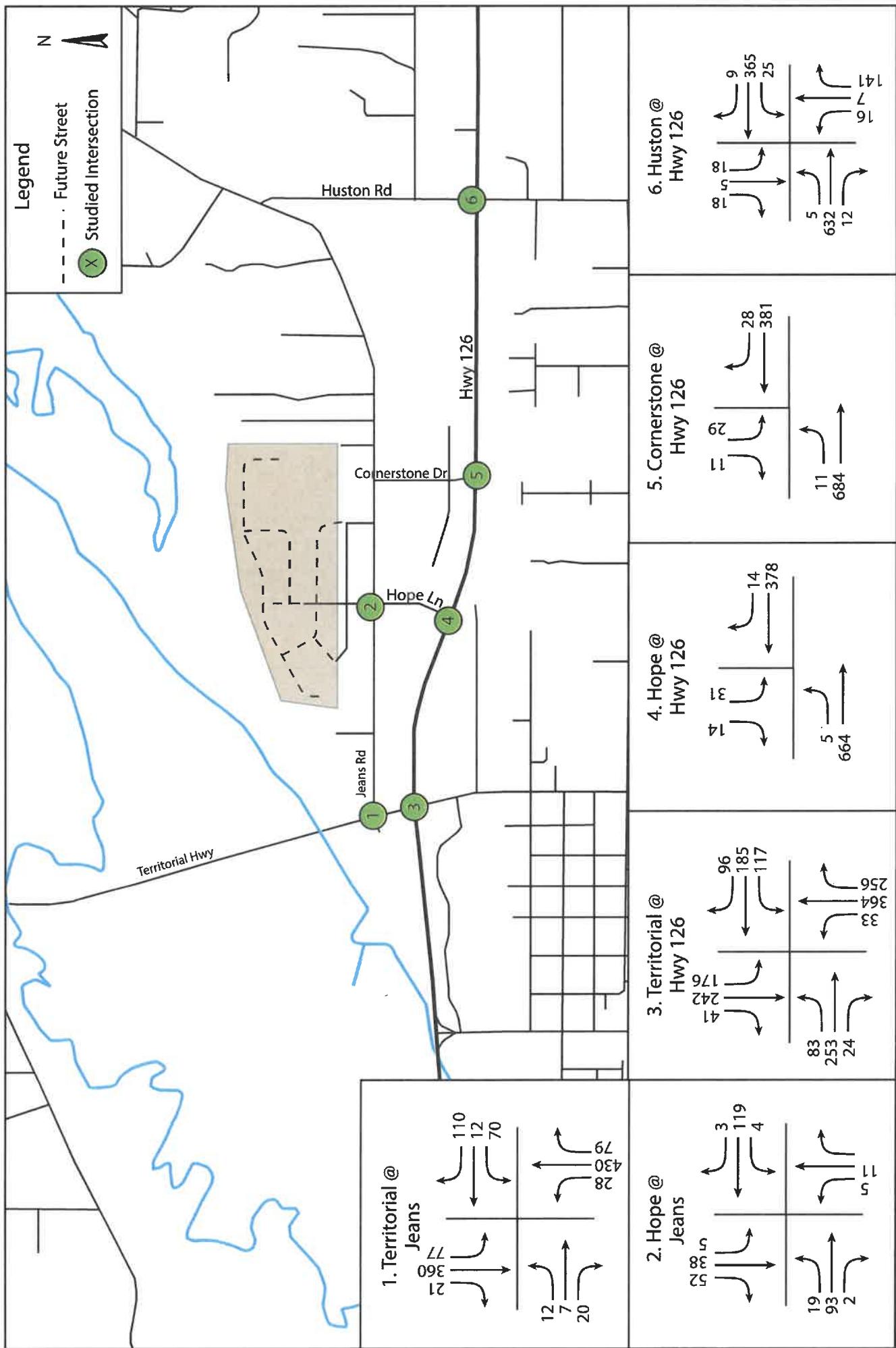


Figure 13: Year 2029 AM Peak Hour Traffic Volumes with Development

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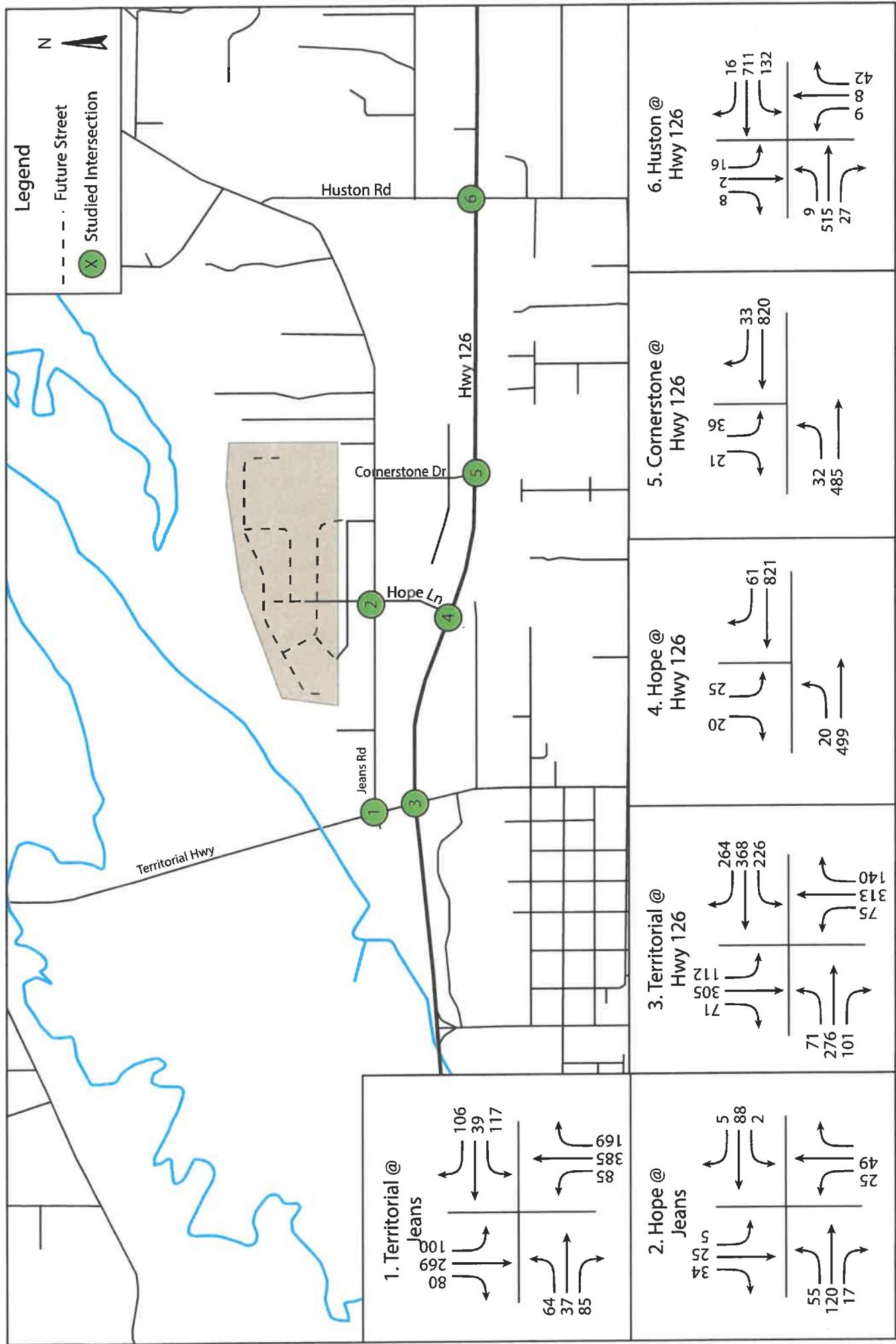


Figure 14: Year 2029 PM Peak Hour Traffic Volumes With Development

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6.0 INTERSECTION ANALYSIS

6.1 PERFORMANCE MEASURES

The primary performance measure is the volume-to-capacity ratio (v/c). Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Highway 126 is a Freight Route on a Statewide Highway and a posted speed of 45 mph. The maximum v/c threshold for the traffic signal is 0.80. At stop controlled intersections the v/c threshold is 0.80 for the mainline and 0.90 for the stopped approach. Lane County has a v/c threshold of 0.95 for two-way stop-controlled intersections.

The secondary measure of performance for intersections in this analysis is based on the Highway Capacity Manual (HCM) defined level of service (LOS). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or along a roadway segment. It was developed to quantify the quality of service of transportation facilities. Lane County has a LOS threshold of E for two-way stop-controlled intersections. The City of Veneta has a LOS threshold of D for their facilities.

The intersection jurisdictional authority and performance measure is illustrated in Table 4.

TABLE 4: INTERSECTION JURISDICTION AND STANDARD

Intersection	Jurisdiction	Standard
Territorial Highway at Jeans Road	Lane County	v/c 0.80 LOS E
Highway 126 at Territorial Hwy	ODOT	v/c 0.80
Highway 126 at Cornerstone	ODOT	Mainline v/c 0.80 Stopped approach v/c 0.90
Highway 126 at Hope Lane	ODOT	Mainline v/c 0.80 Stopped approach v/c 0.90
Highway 126 at Huston Road	ODOT	Mainline v/c 0.80 Stopped approach v/c 0.90
Jeans Road at Hope Lane	City of Veneta	LOS D
Jeans Road at Todd Way	City of Veneta	LOS D

6.2 INTERSECTION OPERATION

For this study, the level of service and volume to capacity intersection analysis was completed according to the Highway Capacity Manual (HCM6) method implemented in SYNCHRO Version 10. The results are illustrated in Table 5 for the AM peak hour and Table 6 for the PM peak hour. Appendix E includes the Synchro outputs.

TABLE 5: INTERSECTION PERFORMANCE: YEAR WEEKDAY AM PEAK HOUR

Intersection	Mobility Standard V/C LOS	2022 Background	2024 Background	2024 Build	2029 Background	2029 Build
Highway 126/ Territorial Hwy	0.80	0.63	0.65	0.65	0.67	0.68
Territorial Hwy/ Jeans Road	0.95 E	Eastbound Left-Through	0.19/E	0.20/E	0.28/E	0.25/F
		Northbound Left	0.03/A	0.03/A	0.03/A	0.03/A
		Southbound Left	0.08/A	0.09/A	0.10/A	0.11/A
		Westbound Left-Through	0.53/F	0.56/F	0.88/F	0.66/F 1.03/F
Highway 126 at Cornerstone	Mainline v/c 0.80 Stopped v/c 0.90	0.12	0.13	0.14	0.15	0.16
Highway 126 at Hope Lane	Mainline v/c 0.80 Stopped v/c 0.90	0.018	0.02	0.19	0.03	0.21
Highway 126 at Huston Road	Mainline v/c 0.80 Stopped v/c 0.90	0.40	0.42	0.44	0.46	0.48
Jeans Road at Hope Lane	LOS D	B	B	B	B	B
Jeans Road at Todd Way	LOS D	N/A	N/A	B	N/A	B

TABLE 6: INTERSECTION PERFORMANCE: YEAR WEEKDAY AM PEAK HOUR

Intersection	Mobility Standard		2022 Background	2024 Background	2024 Build	2029 Background	2029 Build
	V/C LOS						
Highway 126/ Territorial Hwy	0.80		0.64	0.66	0.68	0.69	0.70
Territorial Hwy/ Jeans Road	0.95 E	Eastbound Left-Through	0.71/F	0.76/F	0.92/F	0.90/F	1.11/F
		Northbound Left	0.07/A	0.07/A	0.07/A	0.07/A	0.07/A
		Southbound Left	0.07/A	0.07/A	0.10/A	0.08/A	0.10/A
		Westbound Left-Through	0.99/F	1.05/F	1.37/F	1.26/F	1.64/F
Highway 126 at Cornerstone	Mainline v/c 0.80		0.30	0.32	0.38	0.36	0.42
	Stopped v/c 0.90						
Highway 126 at Hope Lane	Mainline v/c 0.80		0.07	0.08	0.24	0.09	0.26
	Stopped v/c 0.90						
Highway 126 at Huston Road	Mainline v/c 0.80		0.26	0.28	0.30	0.28	0.35
	Stopped v/c 0.90						
Jeans Road at Hope Lane	LOS D		A	B	B	B	B
Jeans Road at Todd Way	LOS D		N/A	N/A	B	N/A	B

The intersection of Territorial Highway at Jeans Road does not meet the mobility standards in the existing conditions and continues not to meet the standards within the future.

6.3 QUEUING ANALYSIS

A queuing analysis was conducted for the studied intersections. The analysis was performed using SimTraffic, a microsimulation software tool that uses the HCM defined criteria to estimate the queuing of vehicles within the study area. The 95th percentile queuing results are illustrated in Table 7 for the AM peak hour and Table 8 for the PM Peak hour. All results are rounded to 25 feet to represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F.

TABLE 7: INTERSECTION QUEUING: WEEKDAY AM PEAK HOUR

Intersection		Available Storage (Feet)	2022	2024	2024 Build (Feet)	2029	2029 Build (Feet)
			Background (Feet)	Background (Feet)		Background (Feet)	95 th percentile
Hwy 126 @ Cornerstone	EB	L	500	25	25	25	25
	SB	LR	225	50	50	50	50
	EB	L	250	100	125	125	125
	EB	T	500	200	200	225	225
	EB	R	150	75	25	25	50
	WB	L	200	125	125	150	150
	WB	T	1800	175	200	200	175
	WB	R	130	100	100	100	100
	NB	L	130	125	125	150	125
	NB	T	300	375	400	400	400
Territorial @ Hwy 126	NB	R	150	250	300	300	275
	SB	L	275	175	175	200	200
	SB	T	300	250	275	300	350
	SB	R	160	100	125	100	125
	EB	LTR	1150	0	0	25	0
	WB	LTR	1075	25	0	25	25
	NB	LTR	675	25	25	50	50
	SB	LTR	240	25	25	75	75
	EB	LT	1775	25	50	25	50
	SB	LR	675	25	25	50	50
Hope Ln @ Jeans Rd	EB	LT	100	50	50	50	50
	EB	R	100	50	50	50	50
	WB	LT	200	75	75	125	100
	WB	R	750	75	75	75	75
	NB	L	185	50	50	50	50
	NB	TR	300	25	25	25	25
	SB	L	150	50	75	75	100
	SB	TR	1000+	75	100	50	75
	EB	L	715	25	25	25	25
	WB	L	555	25	50	50	50
Huston Rd @ Hwy 126	NB	LTR	750	75	100	100	100
	SB	LTR	545	50	50	50	50

TABLE 8: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2022	2024	2024 Build (Feet)	2029	2029 Build (Feet)
				Background (Feet)	Background (Feet)	95 th percentile	Background (Feet)	95 th percentile
Hwy 126 @ Cornerstone	EB	L	500	25	25	50	25	50
	SB	LR	225	75	25	75	50	50
	EB	L	250	100	125	125	125	150
	EB	T	500	250	275	250	250	250
	EB	R	150	100	125	125	150	125
	WB	L	200	200	225	225	225	225
Territorial @ Hwy 126	WB	T	1800	225	225	250	250	300
	WB	R	130	150	175	175	175	200
	NB	L	130	150	175	175	175	175
	NB	T	300	350	400	400	400	375
	NB	R	150	225	225	225	250	250
	SB	L	275	200	200	200	200	200
Hope Ln @ Jeans Rd	SB	T	300	350	350	375	375	375
	SB	R	160	200	200	225	175	200
	EB	LTR	1150	0	0	25	0	25
	WB	LTR	1075	0	25	25	25	25
	NB	LTR	675	50	50	50	50	50
	SB	LTR	240	0	0	50	0	50
Hwy 126 @ Hope Ln	EB	LT	1775	25	25	75	50	100
	SB	LR	675	50	50	75	50	75
	EB	LT	100	100	100	125	125	150
	EB	R	100	75	75	75	75	75
	WB	LT	200	125	125	175	125	275
	WB	R	750	50	50	75	50	100
Jeans Rd @ Territorial	NB	L	185	50	50	75	50	50
	NB	TR	300	25	25	25	25	25
	SB	L	150	50	50	75	75	75
	SB	TR	1000+	25	25	25	50	25
	EB	L	715	25	25	25	25	25
	WB	L	555	50	50	50	50	25
Huston Rd @ Hwy 126	NB	LTR	750	50	50	75	75	75
	SB	LTR	545	50	50	50	50	50

As illustrated in the queuing tables, under the no-build conditions, the Jeans Road approach at Territorial Road will experience long queues. The long queue lengths are associated with the limited available gaps in traffic associated with the high traffic volumes experienced along Territorial Road.

7.0 BICYCLE AND PEDESTRIAN DEMAND

As requested by Lane County, a bicycle and pedestrian crossing evaluation is performed for the intersection of Territorial Road at Jeans Road. The AM and PM peak hour traffic counts illustrated that during these this time frame there are very few bicycle and pedestrians that utilize this intersection. The pedestrian and bicycle volumes at his location are provided in Table 9 blow,

TABLE 19: PEDESTIRAN AND BICYCLE VOLUMES

Time Period	Pedestrian Volume	Bicycle Volume
7:00-8:00 AM	1-Crossing driveway on West leg	1-NB Through
8:00-9:00 AM	1-Crossing driveway on East leg	0
4:00-5:00 PM	1-Crossing Territorial on North leg 1-Crossing driveway on West leg	0
5:00-6:00 PM	0	1-NB Through

Recently, the ramps at the intersection have been updated to meet ADA standards. No additional pedestrian improvements are recommended.

8.0 MITIGATION

TERRITORIAL HIGHWAY AT JEANS ROAD

At the intersection of Territorial at Jeans Road, a majority of crashes that occurred were from vehicles that were crossing Territorial HWY (between Jeans Road and the shopping center) colliding with through vehicles on Territorial. There was not a specific pattern on a particular direction that would indicate any geometrical or line of sight issues (the crashes were evenly distributed upon the crossing movements). Additionally, four of the crashes were from turning vehicles from Jeans Road Territorial colliding with vehicles on Territorial Rd.

As demonstrated within this report, this intersection was identified to not meet Lane County or City of Veneta mobility standards in the existing conditions. The v/c ratio is higher than 0.95, and the LOS is E and F for both the eastbound left turn and westbound Left-Through movements for existing conditions. As the traffic is increased through this intersection from background growth and the project traffic, the v/c ratio will continue to exceed 0.95 and the LOS to be E and F.

The queuing simulation demonstrates that the westbound approach has a queue that extends beyond 275 feet in the background conditions for the year 2029. The queue is consistent the v/c exceeding 1.0 and the predominately left-turn movement at this intersection.

The TSP has identified improvements to the intersection of Jeans Road. Project NR10 is to realign Jeans Road to the north and create a new T-intersection north of Jeans Road at Territorial. Project Int7 is the installation of a traffic control device recommended as either a traffic signal or roundabout at the realigned intersection. Project NR10 is listed as a High Priority Project and is on the City's Financially Constrained Project List with funding identified from ODOT/City. Int7 is listed as a medium priority project with funding identified from ODOT/City.



As the City is proposing the realignment of Jeans Road the installation of a mitigation scenario should be carefully considered as any improvement could become obsolete with the realignment, and the funds associated with a "throw away" interim mitigation could be better utilized towards the final improvement project.

One of the potential solutions is an all-way stop controlled intersection by placing stop control on the north and south approaches. The installation would require advance warning signs, and it is recommended that the speed be reduced to 25 mph from north of Jeans Road to Highway 126. While the installation of stop signs on the mainline a major roadway is not always a preferred solution, this could be a cost-effective interim solution that would improve overall safety, operation, and queuing for the intersection. Under an all-way stop control scenario gaps would be available for the traffic crossing Territorial Highway between the shopping center and Jeans Road as well as available for the left turns from the shopping center and Jeans Road to enter Territorial Highway safely.

Pedestrian Access

Lane County has indicated concern over available safe ADA compliant access for pedestrians across Territorial Road at Jeans Road. Currently, as demonstrated the high traffic volume and limited gaps in traffic result in difficult crossing conditions for pedestrians at this location. The proposed all-way stop control will provide pedestrians with sufficient gaps in traffic to allow for safer crossings at this location.

Intersection Operation with Mitigation

The all-way stop control condition was modeled for the year 2029 AM and PM peak hour with development traffic, and the results indicate the v/c and queuing for the eastbound and westbound approaches improve substantially. However, the north and south approaches will degrade. This is a reasonable short-term solution until Jeans Road can be realigned and the final intersection improvement in place. Table 8 illustrate the intersection v/c and LOS, and Table 9 illustrates the queuing. The outputs illustrating the operation with the all-way stop control are included in Appendix G.

Additionally, the intersection was modeled under signalization. The signal was assumed to connect and coordinate with the signal to the south and operate according to Lane County and ODOT standards.

Table 10 illustrate the intersection v/c and LOS, and Table 11 illustrates the queuing for the AM peak hour and Table 12 illustrates the queuing for the PM peak hour. The outputs illustrating the operation with the all-way stop control are included in Appendix G.

TABLE 10: INTERSECTION PERFORMANCE: JEANS AT TERRITORIAL WITH MITIGATION

Intersection	Mobility Standard V/C LOS	2029 Build		2029 Build With AWSC		2029 Build with Signal	
		AM	PM	AM	PM	AM	PM
Territorial Hwy/ Jeans Road	0.95 E	Eastbound Left-Through	1.11/F	1.11/F	0.06/B	0.27/B	0.65/B 0.68/B
		Northbound Through	0.07/A	0.07/A	1.16/F	1.12/F	
		Southbound Through	0.10/A	0.10/A	0.91/E	0.75/D	
		Westbound Left-Through	1.64/F	1.64/F	0.29/B	0.40/C	

TABLE 11: INTERSECTION QUEUING: AM PEAK HOUR WITH MITIGATION

Intersection	Available Storage (Feet)	2029 Build		2029 Build	
		(Feet)	95 th percentile	AWSC	95 th percentile
Jeans Rd @ Territorial	EB	LT	100	50	50
	EB	R	100	50	50
	WB	LT	200	125	75
	WB	R	750	75	75
	NB	L	185	50	175
	NB	TR	300	25	350
	SB	L	150	100	150
	SB	TR	1000+	75	225

TABLE 12: INTERSECTION QUEUING: PM PEAK HOUR WITH MITIGATION

Intersection	Available Storage (Feet)	2029 Build		2029 Build	
		(Feet)	95 th percentile	AWSC	95 th percentile
Jeans Rd @ Territorial	EB	LT	100	150	75
	EB	R	100	75	75
	WB	LT	200	275	100
	WB	R	750	350	75
	NB	L	185	50	275
	NB	TR	300	25	400
	SB	L	150	75	125
	SB	TR	1000+	25	200

As demonstrated within Table 9, the v/c and LOS is substantially improved on the eastbound/westbound approached but the northbound and southbound approaches are worsened with the all-way stop control. Additionally, the queuing conditions for Jeans Road have substantially improved.

MUTCD Signal Warrant

The MUTCD Peak Hour and Eight Hour signal warrants were evaluated for the intersection of Territorial Road at Jeans Road. Warrants 3, peak hour 70% factor was used as the population of Veneta is less than 10,000. The warrant is illustrated in Figure 15. As demonstrated in Figure 15, the Warrant 3 Peak hour 70% factor is met for the year 2029 PM Peak Hour conditions but not for the AM peak hour.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

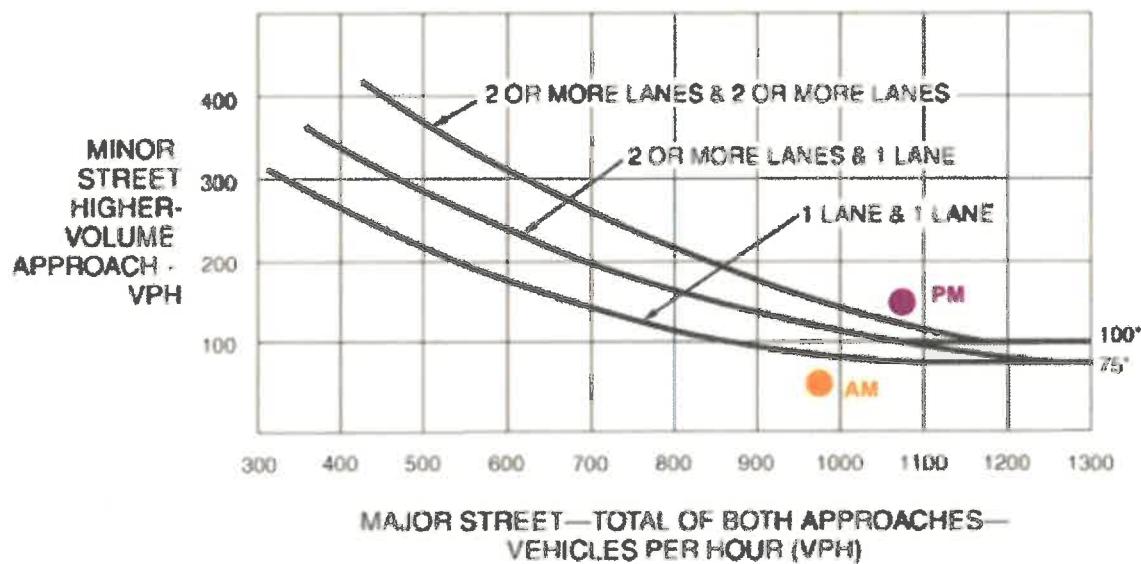


FIGURE 15: MUTCD WARRANT 3, PEAK HOUR

Additionally, ODOT's Preliminary Signal Warrant following the MUTCD 8-hour Warrant was evaluated for the AM and PM peak hour traffic volumes with the development in place for the year 2029 conditions. The minimum volume threshold is met for Case B for the PM peak hour. The warrants are provided in Appendix G.

MUTCD All-Way Stop Control Warrant

MUTCD Section 2B.07 provides guidance as to the application of an all-way stop control. The following illustrates how the proposed all was stop control complies with the warrant.

2B.07 04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

As demonstrated above, the intersection meets the MUTCD Warrant 3, Peak Hour 70% Volumes. Additionally, an all-way stop control will help to reduce the frequency of collision resulting from eastbound/westbound through movements colliding with northbound/southbound movements; will reduce the queuing on Jean Road at Territorial Road; and will create gaps in traffic for pedestrians to cross Territorial Road at Jeans Road and improve the visibility of pedestrians waiting to cross.

The City has identified with projects INT7 and NR10 the desire to realign Jeans Road to the north and install a traffic control device at the new location. An all-way stop control has been demonstrated to be justified at this location as an interim solution until projects INT7 and NR10 can be completed

- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

As demonstrated in the crash data provided from ODOT, during the most recent 12 months there were 4 reported crashes, over the past 5 years, there have been 11 reported crashes from vehicles crossing Jeans Road at Territorial Rd colliding with a through vehicle on Territorial Rd and 4 crashes attributed to vehicles on Jeans Road turning onto Territorial Rd and colliding with a through vehicle on Territorial Rd. This is likely due to the high volume of traffic and infrequency of available gaps in traffic to cross. A stop-sign for the mainline will create gaps in traffic to allow the traffic crossing Territorial to cross safely. These types of crashes can be mitigated with an all-way stop control that creates sufficient gaps in traffic to cross.

- C. Minimum volumes:*

- 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*

The traffic count by Sandow Engineering illustrated that during the 2 hours counted for the PM there were on average 700 vehicles per hour on the Territorial approaches and over 500 per hour for the AM peak hour. Additionally, the traffic counts within the City's TSP illustrates the traffic volumes on Territorial Road between 7AM and 8AM and 11AM and 6 PM average over 700 vehicles per hour. The traffic volumes meet the minimum volume criteria.

2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*

The traffic count by Sandow Engineering illustrated that during the 2 hours counted for the PM there were on average more than 300 vehicles per hour on the minor street approach. Additionally, the traffic counts within the City's TSP illustrates the traffic volumes on the minor street between 2PM and 6PM are over 350 per hour. The traffic volumes meet the minimum volume criteria.

3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

As demonstrated the intersection of Territorial Road at Jeans Road meets the MUTCD criteria for the installation of an all-way stop controlled intersection.

Alternative Mitigation: Alternatively, the City and County should reduce the speed to 25 mph from Highway 126 to just north of the Urban Growth Boundary. High visibility signage should be in place for the speed reduction.

9.0 CONCLUSION

This report provides the Traffic Impact Analysis and findings prepared for the proposed Oakley Subdivision located in Veneta, Oregon. The subject site is located north of Jeans Road along Todd Way and Hope Lane. The site is currently vacant and is zoned General Residential. The development proposal is up to 180 single family residential lots. Access to the site will be via Hope Lane from Jeans Road and a new north south street connection to the access easement on the east side of Todd Way.

FINDINGS

The intersection of Territorial Highway at Jeans Road has an existing conditions v/c ratio of greater than 1.0 for the eastbound left and westbound approaches during the AM and PM peak hours. The v/c ratio will continue to not meet standards with the project in place. The City has identified with the TSP's Financially Constrained Project list, the realignment of Jeans Road to the north with appropriate traffic control at the newly created intersection. As a result of the high v/c ratio, the crash frequency and types of crashes, and the queuing conditions it is recommended, that an interim improvement be considered. One option is the installation of an all-way stop control to improve the safety of vehicles crossing or turning from the side street. Another solution is to implement measures to reduce the

speed on Territorial between the signal and the UGB. Speeds should be 25 mph with high visibility signage.

TECH MEMO

DATE: September 23, 2022

TO: Jed Truett
Metro Planning

FROM: Kelly Sadow P.E.
Sadow Engineering

RE: Response to Lane County and ODOT Comments-Oakley Estates TIA



RENEWAL 06/30/24

The following provides a response to the comments received by Lane County and the Oregon Department of Transportation (ODOT) as part of the review of the Oakley Estates TIA dated June 2, 2022.

A) Lane County Comments

"While the intersection of Jeans Rd/Territorial Hwy is analyzed as requested, the intersection of Jeans Rd/Houston Rd (n) is not included. In addition, the Lane County scope also includes a requirement for bike and ped crossing demand analysis across Territorial Hwy that is not covered in the TIA. Please address these in the TIA."

- Huston Road at Jeans Road: This intersection was not included in the study area as it is anticipated to have less than 5 development trips added to this intersection (See figures 3 and 4 in the TIA). Huston does not provide the shortest path routing (time or distance) between the development site and Highway 126. Therefore, any trips added to this intersection will likely only be through trips on Jeans Road and not turn and use Huston Road. Therefore, the trips to this intersection will be minimal.

Upon current correspondence with Lane County (see attachment A), Lane County staff agreed that since this intersection will receive less than 25 development trips during any peak hour, the intersection is not required to be analyzed.

- Territorial at Jeans Road: The pedestrian connection evaluation is provided in Section 7.0 of the updated TIA, dated September 23, 2022.

B) ODOT Comments

- 1. OR 126 has a posted speed limit of 55 MPH east of the OR 126 at Territorial Highway intersection.*

Table 1 has been updated to reflect the 55 mph on OR 126.

2. Crash analysis:

- The study did not conduct a crash analysis for all study area intersections (OR 126 at Hope Lane, OR 126 at Huston Road, and Jeans Road Todd Way).*

As stated just after Table 2 of the TIA, there were no reported crashes at the intersection of OR 126 at Hope Lane.

Jeans Road at Todd Way currently does not exist as a city intersection. It is currently a driveway connection. There are no reported crashes at this location.

The crash data at the intersection of OR 126 and Huston Road has been added to the crash analysis within Section 3.2 of the revised TIA.

- The crash analysis should include a review for SPIS locations within the study area. OR 126 at Territorial Highway was a top 15% SPIS (2020) location and OR 126 at Huston Road was a top 10% SPIS (2020, 2019, and 2018) location.*

A review of the SPIS data has been included within Section 3.3 of the revised TIA.

- 3. The OR 126 at Territorial Highway intersection has an alternative mobility target of 0.80 using a peak hour factor of 1.0 adopted by Oregon Highway Plan (OHP). The intersection was analyzed using a lower (more conservative) peak hour factor and is projected to meet OHP mobility target, therefore, updating the analysis would not have an impact on the results of the analysis. https://www.oregon.gov/odot/Planning/OHP%20Registry/Consent_16_Attach_08_Lane_County.pdf*

The intersection analysis has been updated to use a PHF of 1.0 at this intersection. Tables 5 and 6 have been updated with the revised intersection operation, Tables 7 and 8 have been updated with the revised queuing results, and Appendix E and F contain the updated outputs.

4. The study applied a seasonal factor developed using a commuter trend. While it is accurate that OR 126 between Veneta and Eugene exhibits a predominately commuter influence, the highway is not solely a commuter trend, and also experiences influences of vehicles traveling to/from the coast. Therefore, Region 2 Traffic recommends that a more appropriate seasonal adjustment factor for the Department of Transportation Region 2 Tech Center 455 Airport Road SE, Building A Salem, Oregon 97301-5397 Telephone (503) 986-2990 Fax (503) 986-2839 2 of 2 OR 126 through movements be developed using an average of the commuter and coastal destination route trends. This will have an effect on the operational analysis results and could have an effect on the conclusions of the study.

Sandow Engineering provided justification to ODOT for the use of the seasonal adjustment factor. ODOT is in agreement that the seasonal adjustment factor used in the TIA is appropriate. Attachment B contains the correspondence.

5. In Table 7 the OR 126 at Territorial Highway NBR movement queue length for the 2029 Background should be 250, not 150. This results in a projected increase in queue length of 25 feet, not 125 feet.

The modification of the peak hour factor at this intersection resulted in revised queue lengths. Table 7 has been updated.

6. Synchro reports for the Jeans Road at Todd Way intersection for the 2029 Build AM and PM peak hours were not included in Appendix E and should be included to confirm reported operations.

These outputs have been included in Appendix E.

7. The study reviewed traffic signal warrant analysis at the Territorial Highway at Jeans Road intersection using MUTCD Warrant 3: Peak Hour and ODOT's Preliminary Signal Warrant and found that the intersection meets warrants using both methods.

- Warrant 3 is typically only applicable in unusual cases such as at office complexes, manufacturing plants, or industrial complexes which attract or discharge large numbers of vehicles over a short period of time. Analysis using Warrant 1 and Warrant 2 would be more appropriate in this case.*
- Appendix G, ODOT's Preliminary Signal Warrant, was not included and should be added to the study to confirm the results.*

ODOT's Preliminary Signal Warrant follows MUTCD Warrant 1. As provided within Section 8 of the TIA, the ODOT's Preliminary Signal Warrant was performed. The ODOT

RE: Response to Comments

Date: 9.23.22

Page 4

warrant is provided in Appendix G.

kellysandow@sandowengineering.com

From: VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>
Sent: Thursday, September 22, 2022 3:21 PM
To: kellysandow@sandowengineering.com
Cc: GALLUP Steve S (LCPW); LENZEN-HAMMEREL Alycia B
Subject: RE: Oakley Estates Veneta-Response to Comments

Hello Kelly,

Shashi Bajracharya was able to quickly look at this request and agrees that the intersection can be removed.

If the estimated peak hour trip is expected to be less than 25 trips/hour at any intersection, traffic impact is not expected to be significant. After reviewing the TIA trip distribution assumptions, we are agreeable to remove the intersection.

Best,
Sasha
Sasha Vartanian (she/her)
Transportation Planning Supervisor
Lane County Public Works
Transportation Engineering Services
3040 N Delta Hwy, Eugene, OR 97408
Office: 541.682.6598; Cell: 541.914.8045



From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Thursday, September 22, 2022 2:57 PM
To: VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>; VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>
Cc: GALLUP Steve S (LCPW) <steve.gallup@lanecountyor.gov>
Subject: Oakley Estates Veneta-Response to Comments

[EXTERNAL]

I am working on replying to the comments received as part of the TIA for the Oakley Estates project in Veneta. I have attached the comments for reference. The County has a comment that the intersection of Jeans Road at Huston Road should be evaluated. This intersection was not included in the study area as it is anticipated to have less than 5 development trips added to this intersection (see figures 3 and 4 in the TIA). Huston does not provide the shortest path routing (time or distance) between the development site and Highway 126. Therefore, any trips added will likely only be through trips on Jeans Road and not turn and use Huston Road. Given this low volume of development trips, I would like to have this intersection removed from having to be analyzed.

-Kelly

KELLY SANDOW PE

SANDOWENGINEERING

Cell: 541.513.3376

Email: kellysandow@sandowengineering.com

Office: 160 Madison St. Suite A Eugene, Oregon 97402

Web: sandowengineering.com

Oregon DBE/WBE/ESB Certified: #8760

Attachment B

kellysandow@sandowengineering.com

From: FERBER Arielle <Arielle.FERBER@odot.oregon.gov>
Sent: Monday, August 22, 2022 10:19 AM
To: kellysandow@sandowengineering.com
Subject: RE: Oakely Estates

Kelly,

Thank you for supplying the August count at the Territorial Hwy at Jeans Road/Shopping Center. Comparing the February to August counts there is an overall decrease of approximately 4% and individual movements at the intersection that experienced an increase in traffic volumes is less than 10%. It appears that the TIA analysis conducted with February counts is an appropriate representation of the study area intersections and no changes to the seasonal factor is necessary.

If you have any questions please let me know.

Thanks!

Arielle Ferber, P.E.
Traffic Analysis Engineer
ODOT Region 2
455 Airport Rd. SE, Bldg. A, Salem, OR 97031
(971) 208-1290 *New Phone Number*

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Thursday, August 18, 2022 12:08 PM
To: FERBER Arielle <Arielle.FERBER@odot.oregon.gov>
Subject: Oakely Estates

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Arielle, the count that was taken last night and the Feb count at Territorial at Jeans are attached, and the summary for total volumes over the 4-6 time period is below. As you can see the side street volumes (Jeans and the shopping center are pretty close between the two counts). However, the volumes on territorial are actually lower in the August count than the Feb count. This is likely attributed to your commuter style traffic patterns, i.e less people on vacation in Feb, weather less conducive to walking and biking, and school schedules requiring travel in Feb and not August. Therefore, I even feel like the 1.228 SAF that we applied to our counts is more than sufficient to capture that any peak season fluctuations.

feel free to call if you want to chat about the data. I am available until 5 today and all day tomorrow.

648				773			
	R	T	L	PED		R	
1	116	424	108		140	R	360
311	L	100	Territorial at Jeans Rd Feb Count			65	T
	T	53				155	L
274	R	121					Ped
			130	533	191		
			Ped	L	T	R	
			700		854		

656				681			
	R	T	L	PED		R	
	129	418	109		137	R	383
306	L	83	Territorial at Jeans Road August Count			60	T
	T	47				186	L
265	R	135					Ped
			117	461	176		
			Ped	L	T	R	
			739		754		

Volume for the total 2 hour count period.

All volumes are raw counts, no factors have been applied

KELLY SANDOW PE
SANDOW ENGINEERING

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Office: 160 Madison St. Suite A Eugene, Oregon 97402

Web: sandowengineering.com

Oregon DBE/WBE/ESB Certified: #8760

TECH MEMO

DATE: December 7, 2022

TO: Jed Truett
Metro Planning

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Response to City of Veneta Comments Oakley Estates TIA

The following provides a response to the comments dated November 17, 2022, from The City of Veneta as part of the review of the Oakley Estates TIA dated June 2, 2022.

The intersection of Territorial Road at Jeans Road is failing in current conditions (conditions without the development constructed). ODOT has stated in the past that they would not support an all-way stop or a traffic signal at this location as a permanent or interim improvement as it is too close to the signal at Highway 126 at Territorial Road. The only solution for mitigation at this location is to restrict movements and install a traffic signal to the north as per the TSP.

The installation of a signal to the north will require a roadway layout within the adjacent property that is not part of this application. The City cannot require this applicant to construct a roadway on property that is not owned by the applicant. Therefore, there is no feasible mitigation that the City can find a nexus for requiring this development.

Additionally, the City of Veneta has included the Jeans Road/Territorial Road intersection improvements in projects to be funded by the System Development Charges (Transportation SDC Report 2019) and is currently collecting SDC fees for improvements at this location. The applicant will be paying towards this project with the SDC fees that are to be paid. Therefore, the applicant will be paying their proportionate share.

RE: Response to Comments

Date: 9.23.22

Page 2

TECH MEMO

DATE: March 3, 2023

TO: Matt Laird
City of VenetaFROM: Kelly Sandow P.E.
Sandow Engineering

RE: Oakley Estates Mitigation Recommendations



RENEWAL 06/30/24

The Oakley Estates Traffic Impact Analysis demonstrated that the intersection of Jeans Road at Territorial Road is not meeting Lane County operational standards under the existing conditions during the AM and PM peak hours. The intersection continues to not meet the standards through the year 2029 with the full build out of Oakley Estates.

As requested by Lane County and the City of Veneta, the applicant is proposing the following mitigation options.

Jeans Road at Territorial Rd Improvement

The full extent of the proposed improvements found within the TSP are only achievable once tax lot 1100 (east of this site) is developed. Therefore, any improvements to be completed as part of this development need to be interim improvements. The following discusses the interim improvement recommendations.

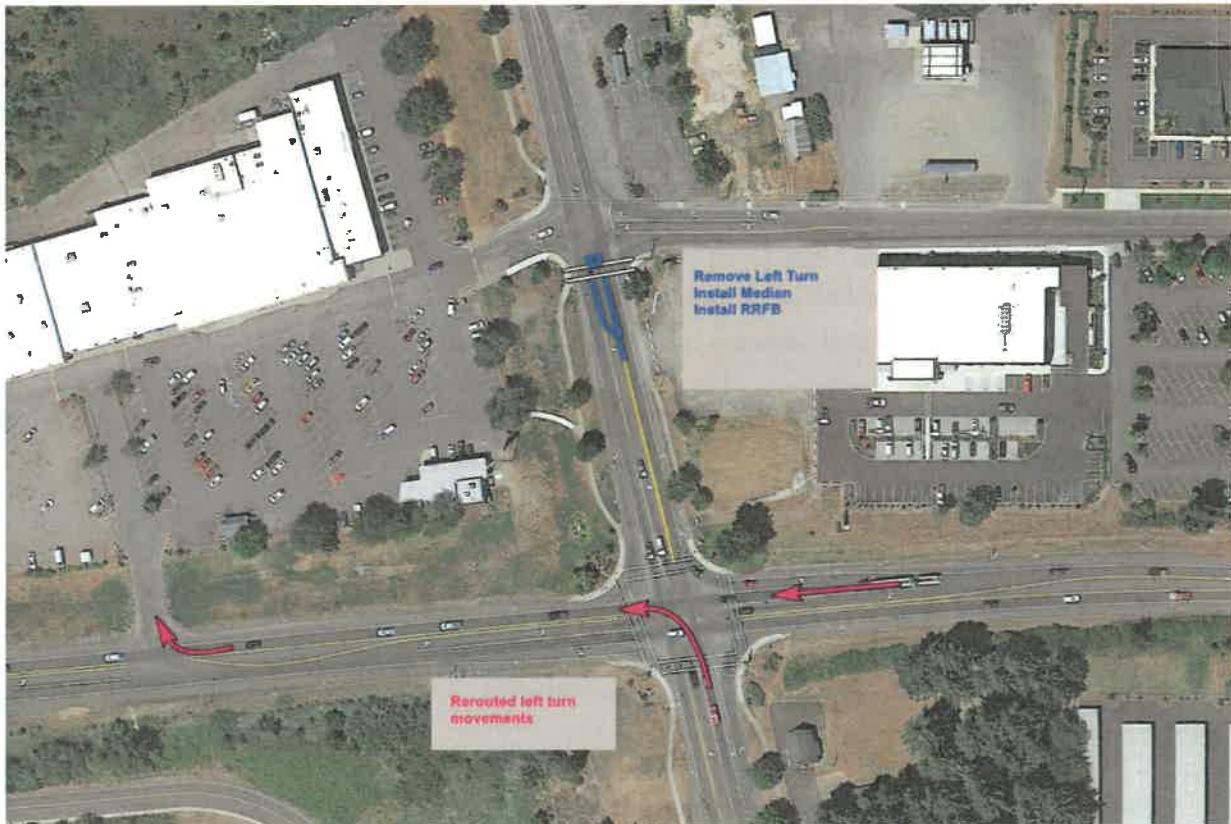
When the final TSP improvements are completed, this intersection is proposed to have restricted movements with one-way traffic flow eastbound on Jeans Road from Territorial Road. Given the high volume of commercial trips on Jeans Road between Territorial Road and Todd Way, semi-trucks travel for delivery vehicles to the commercial developments, and the commercial card lock fueling station, it is recommended not to restrict Jeans Road to one-way eastbound and keep this section of roadway as two-way travel. Two-way travel will reduce stress on the surrounding transportation system by not pushing all traffic to one intersection but allowing it to be distributed over two locations.

As an interim improvement, the following is recommended at the Jean Road and Territorial Road intersection.

- Remove northbound left turn movement into the shopping center.
- Replace the left turn movement with a concrete median.

- Install RRFB crossing across the south leg of Territorial Rd utilizing the median as a pedestrian refuge.

The proposed improvement will eliminate the northbound left turn movement at the Jeans/Territorial intersection. Left turns into the shopping center can reroute to the signal at Territorial. The intersection operation with these improvements is shown in Tables 1 and 2 below. The outputs are attached.



Proposed Interim Improvements

TABLE 1: AM OPERATION WITH MITIGATION

Intersection	Mobility Standard V/C / LOS	2029 Background	2029 Build	2029 Build With Mitigation
Territorial Hwy/ Jeans Road	0.95 E	Eastbound Left-Through	0.31/F	0.34/F
		Northbound Left	0.03/A	0.03/A
		Southbound Left	0.11/A	0.12/A
		Westbound Left-Through	1.03/F	1.26/F
Hwy 126/ Territorial Rd	0.80	-	-	0.64

TABLE 2: PM OPERATION WITH MITIGATION

Intersection	Mobility Standard V/C / LOS	2029 Background	2029 Build	2029 Build With Mitigation
Territorial Hwy/ Jeans Road	0.95 E	Eastbound Left-Through	1.22/F	1.35/F
		Northbound Left	0.08/A	0.08/A
		Southbound Left	0.12/A	0.13/A
		Westbound Left-Through	>2.00/F	>2.00/F
Hwy 126/ Territorial Rd	0.80	-	-	0.72

The proposed mitigation will improve the LOS and v/c for the intersection, meeting the standard as it reduces conflicts and congestion for the turning vehicles. Relocating the left turns does not negatively impact the signal at Highway 126 and Territorial.

The proposed improvements will:

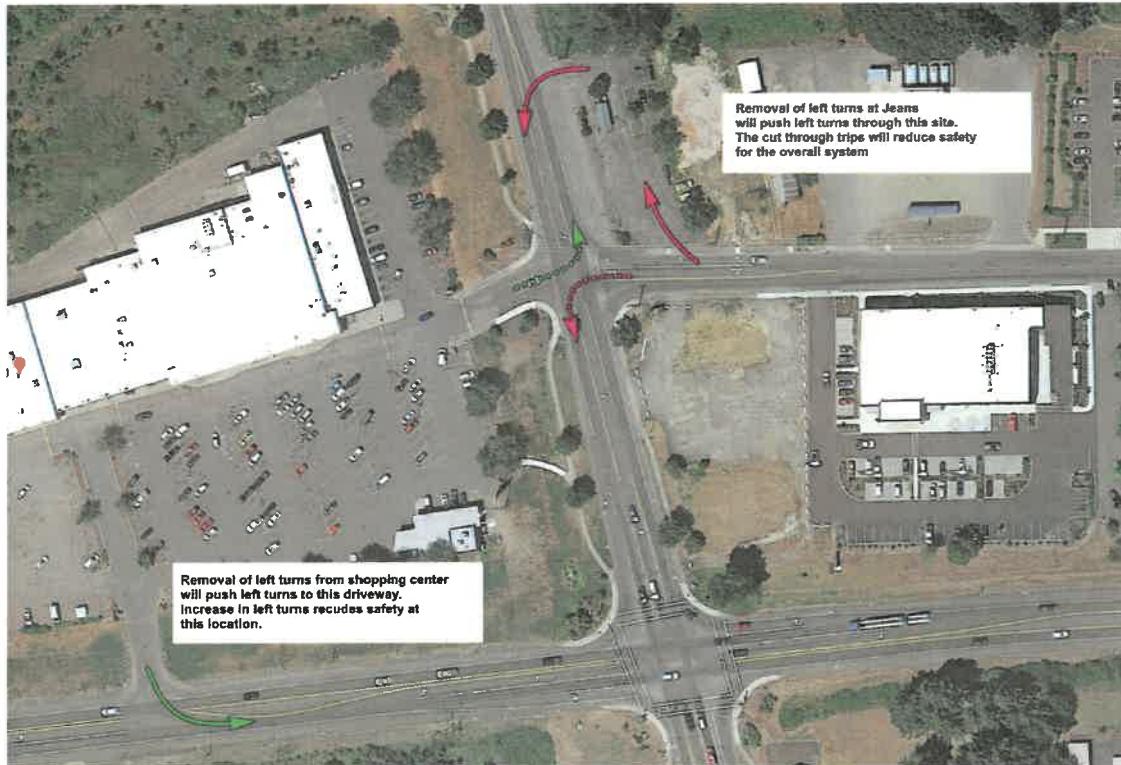
- Improve v/c and LOS to standards
- Improve crash safety
- Improve pedestrian crossing safety

Additionally, this interim improvement does not negatively impact the ability for the future TSP improvement project implementation.

With the full TSP improvements, it is recommended that the Jeans at Territorial intersection be restricted to right-in right-out only movements when the new intersection to the north is created. The proposed improvement of eliminating the northbound left turn will be maintained, and the rest of the median can be reconstructed to restrict all other movements at this time.

It is not recommended to restrict any further movement at this intersection until the intersection to the north is completed. Implications of removing additional movements are:

- **Removing left or through out of shopping center:** Left and through movements from the shopping center would be rerouted to the driveways onto Hwy 126, where a left turn across Hwy 126 is considerably less safe than making a left-turn onto Jeans Rd. This restriction would improve operations at Jeans/Territorial intersections but relocate the issue to Hwy 126, making the overall system less safe.
- **Removing westbound left and through movements from Jeans Road:** Removing the left turns from this intersection would reroute the vehicles to Hope Lane at Hwy 126 and then to the signal at Territorial Road. This is out-of-direction travel and pushes more trips from travel on the local roads to the Highway which is not ideal for safe travel on the overall system. Additionally, the removal of this left turn movement will likely result in cut-through trips through the lot located on the northeast side of the intersection. This will result in overall safety implications for the system.



Crash Evaluation

Currently, the crash patterns and frequency at this location are

- Total of 17 crashes over the past 5 years. Average Annual crash rate of 3.4 crashes/year.
- 7 injury crashes in the past 5 years. Average annual crash rate of 1.4 crashes/year.
- 10 property damage only crashes in the past 5 years. Average annual crash rate of 2 crashes/year.
- 9 of the total crashes were from through vehicles between the shopping center and Jeans Road and through vehicles on Territorial Road. The direction of crashes is evenly distributed, indicating there is no specific pattern or direction for the crashes. This type of crash is likely attributed to congestion and vehicles taking too short of gaps between vehicles.

The Highway Safety Manual Predictive Method was used to estimate the impact that removing the northbound left turn movement would have on the crashes. Following the HSM methodology, the removal of the northbound left turn lane will have the following impact on the crash frequency. The evaluation was prepared for the year 2022 existing conditions, year 2029 with full development and with the left turn pocket, and year 2029 with full development and no left turn pocket. The evaluation is included as an attachment.

- 23% reduction in Injury crashes
- 20% reduction in Property Damage Only crashes
- 21% in total crashes

The proposed mitigation is anticipated to reduce the total collisions at this intersection by 20%.

HCM Signalized Intersection Capacity Analysis

4: Territorial & Hwy 126

02/28/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	83	253	24	117	185	96	61	364	256	176	242	41
Future Volume (vph)	83	253	24	117	185	96	61	364	256	176	242	41
Ideal Flow (vphpi)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1498	1606	1403	1484	1549	1430	1385	1651	1403	1614	1620	1261
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1498	1606	1403	1484	1549	1430	1385	1651	1403	1614	1620	1261
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	83	253	24	117	185	96	61	364	256	176	242	41
RTOR Reduction (vph)	0	0	18	0	0	71	0	0	152	0	0	26
Lane Group Flow (vph)	83	253	6	117	185	25	61	364	104	176	242	15
Heavy Vehicles (%)	11%	9%	6%	12%	13%	4%	20%	6%	6%	3%	8%	18%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.9	19.8	19.8	10.3	22.2	22.2	7.2	25.2	35.5	14.6	32.6	32.6
Effective Green, g (s)	9.3	21.2	21.2	11.7	23.6	23.6	7.7	25.7	36.5	15.1	33.1	33.1
Actuated g/C Ratio	0.10	0.24	0.24	0.13	0.26	0.26	0.09	0.29	0.41	0.17	0.37	0.37
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.5	4.5	5.4	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	155	379	331	193	407	376	118	473	570	271	597	465
v/s Ratio Prot	0.06	c0.16		c0.08	0.12		0.04	c0.22	0.02	c0.11	0.15	
v/s Ratio Perm			0.00			0.02			0.05			0.01
v/c Ratio	0.54	0.67	0.02	0.61	0.45	0.07	0.52	0.77	0.18	0.65	0.41	0.03
Uniform Delay, d1	38.2	31.1	26.3	36.8	27.7	24.8	39.2	29.3	17.0	34.8	21.0	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	4.8	0.0	4.5	1.1	0.1	2.8	7.1	0.1	4.7	0.3	0.0
Delay (s)	40.9	35.9	26.3	41.3	28.8	24.9	42.1	36.4	17.2	39.5	21.3	18.1
Level of Service	D	D	C	D	C	C	D	D	B	D	C	B
Approach Delay (s)		36.4			31.5			29.7			28.0	
Approach LOS		D			C			C			C	

Intersection Summary

HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	16.9
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

4: Territorial & Hwy 126

02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	83	253	24	117	185	96	61	364	256	176	242	41
Future Volume (veh/h)	83	253	24	117	185	96	61	364	256	176	242	41
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1600	1627	1668	1586	1573	1695	1477	1668	1668	1709	1641	1504
Adj Flow Rate, veh/h	83	253	24	117	185	96	61	364	256	176	242	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	9	6	12	13	4	20	6	6	3	8	18
Cap. veh/h	129	375	325	171	406	371	80	509	574	227	636	494
Arrive On Green	0.08	0.23	0.23	0.11	0.26	0.26	0.06	0.31	0.31	0.14	0.39	0.39
Sat Flow, veh/h	1524	1627	1414	1511	1573	1437	1407	1668	1414	1628	1641	1275
Grp Volume(v), veh/h	83	253	24	117	185	96	61	364	256	176	242	41
Grp Sat Flow(s),veh/h/ln	1524	1627	1414	1511	1573	1437	1407	1668	1414	1628	1641	1275
Q Serve(g_s), s	4.0	10.7	1.0	5.6	7.5	4.0	3.2	14.6	9.9	7.9	8.0	1.5
Cycle Q Clear(g_c), s	4.0	10.7	1.0	5.6	7.5	4.0	3.2	14.6	9.9	7.9	8.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	375	325	171	406	371	80	509	574	227	636	494
V/C Ratio(X)	0.64	0.68	0.07	0.69	0.46	0.26	0.76	0.72	0.45	0.78	0.38	0.08
Avail Cap(c_a), veh/h	283	583	506	321	605	553	224	907	912	432	1067	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	26.4	22.7	32.1	23.5	22.2	35.0	23.3	16.2	31.3	16.6	14.6
Incr Delay (d2), s/veh	3.9	3.0	0.1	3.6	1.1	0.5	10.3	1.4	0.4	4.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	0.3	2.1	2.6	1.3	1.3	5.5	2.8	3.2	2.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	29.5	22.8	35.7	24.6	22.7	45.3	24.7	16.6	35.5	16.9	14.7
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	B	B
Approach Vol. veh/h		360				398			681			459
Approach Delay, s/veh		30.8				27.4			23.5			23.8
Approach LOS		C				C			C			C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	14.5	27.0	12.5	21.4	8.3	33.2	10.4	23.5				
Change Period (Y+R _c), s	4.5	4.5	* 5.4	* 5.4	4.5	4.5	* 5.4	* 5.4				
Max Green Setting (Gmax), s	19.5	40.5	* 15	* 26	11.5	48.5	* 13	* 28				
Max Q Clear Time (g_c+l1), s	9.9	16.6	7.6	12.7	5.2	10.0	6.0	9.5				
Green Ext Time (p_c), s	0.4	5.9	0.2	3.3	0.1	3.0	0.1	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection													
Int Delay, s/veh	4.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	12	7	20	70	12	110	0	430	79	77	360	21	
Future Vol, veh/h	12	7	20	70	12	110	0	430	79	77	360	21	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	242	-	0	-	-	-	140	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78	
Heavy Vehicles, %	0	0	7	6	0	12	0	5	6	13	5	0	
Mvmt Flow	15	9	26	90	15	141	0	551	101	99	462	27	
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	1354	1326	476	1293	1289	602	-	0	0	652	0	0	
Stage 1	674	674	-	602	602	-	-	-	-	-	-	-	
Stage 2	680	652	-	691	687	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.27	7.16	6.5	6.32	-	-	-	4.23	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.363	3.554	4	3.408	-	-	-	2.317	-	-	
Pot Cap-1 Maneuver	128	157	579	137	165	482	0	-	-	884	-	-	
Stage 1	448	457	-	480	492	-	0	-	-	-	-	-	
Stage 2	444	467	-	428	450	-	0	-	-	-	-	-	
Platoon blocked, %							-	-	-	-	-	-	
Mov Cap-1 Maneuver	79	139	579	116	147	482	-	-	-	884	-	-	
Mov Cap-2 Maneuver	158	239	-	238	267	-	-	-	-	-	-	-	
Stage 1	448	406	-	480	492	-	-	-	-	-	-	-	
Stage 2	304	467	-	355	400	-	-	-	-	-	-	-	
Approach	EB		WB		NB		SB						
HCM Control Delay, s	19.5		22		0		1.6						
HCM LOS	C		C										
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR				
Capacity (veh/h)	-	-	181	579	242	482	884	-	-				
HCM Lane V/C Ratio	-	-	0.135	0.044	0.434	0.293	0.112	-	-				
HCM Control Delay (s)	-	-	28	11.5	30.8	15.5	9.6	-	-				
HCM Lane LOS	-	-	D	B	D	C	A	-	-				
HCM 95th %tile Q(veh)	-	-	0.5	0.1	2.1	1.2	0.4	-	-				

HCM Signalized Intersection Capacity Analysis

4: Territorial & Hwy 126

02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	71	276	101	226	368	264	160	313	140	112	305	71
Future Volume (vph)	71	276	101	226	368	264	160	313	140	112	305	71
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1484	1496	1444	1614	1699	1488	1599	1651	1430	1525	1716	1390
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1484	1496	1444	1614	1699	1488	1599	1651	1430	1525	1716	1390
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	71	276	101	226	368	264	160	313	140	112	305	71
RTOR Reduction (vph)	0	0	75	0	0	165	0	0	79	0	0	55
Lane Group Flow (vph)	71	276	26	226	368	99	160	313	61	112	305	16
Heavy Vehicles (%)	12%	17%	3%	3%	3%	0%	4%	6%	4%	9%	2%	7%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.1	23.1	23.1	16.6	32.6	32.6	14.0	23.1	39.7	11.3	20.4	20.4
Effective Green, g (s)	8.5	24.5	24.5	18.0	34.0	34.0	14.5	23.6	40.7	11.8	20.9	20.9
Actuated g/C Ratio	0.09	0.26	0.26	0.19	0.36	0.36	0.15	0.25	0.43	0.13	0.22	0.22
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.5	4.5	5.4	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	134	390	376	309	615	538	246	414	619	191	381	309
v/s Ratio Prot	0.05	c0.18		c0.14	0.22		c0.10	c0.19	0.02	0.07	0.18	
v/s Ratio Perm			0.02			0.07			0.02			0.01
v/c Ratio	0.53	0.71	0.07	0.73	0.60	0.18	0.65	0.76	0.10	0.59	0.80	0.05
Uniform Delay, d1	40.8	31.5	26.1	35.7	24.4	20.5	37.3	32.5	15.7	38.7	34.5	28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	6.2	0.1	8.1	1.8	0.2	5.4	7.3	0.1	3.8	11.1	0.1
Delay (s)	43.7	37.6	26.2	43.8	26.2	20.7	42.7	39.8	15.8	42.5	45.7	28.8
Level of Service	D	D	C	D	C	C	D	D	B	D	D	C
Approach Delay (s)		36.0			29.2			35.1			42.5	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM 2000 Control Delay		34.6										C
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		93.9										16.9
Intersection Capacity Utilization		69.8%										C
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

4: Territorial & Hwy 126

02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	71	276	101	226	368	264	160	313	140	112	305	71
Future Volume (veh/h)	71	276	101	226	368	264	160	313	140	112	305	71
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/in	1586	1518	1709	1709	1709	1750	1695	1668	1695	1627	1723	1654
Adj Flow Rate, veh/h	71	276	101	226	368	264	160	313	140	112	305	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	12	17	3	3	3	0	4	6	4	9	2	7
Cap, veh/h	112	395	377	293	626	543	206	443	624	148	403	328
Arrive On Green	0.07	0.26	0.26	0.18	0.37	0.37	0.13	0.27	0.27	0.10	0.23	0.23
Sat Flow, veh/h	1511	1518	1448	1628	1709	1483	1615	1668	1437	1550	1723	1402
Grp Volume(v), veh/h	71	276	101	226	368	264	160	313	140	112	305	71
Grp Sat Flow(s), veh/h/in	1511	1518	1448	1628	1709	1483	1615	1668	1437	1550	1723	1402
Q Serve(g_s), s	3.7	13.2	4.5	10.6	14.0	11.1	7.7	13.7	4.9	5.7	13.3	3.3
Cycle Q Clear(g_c), s	3.7	13.2	4.5	10.6	14.0	11.1	7.7	13.7	4.9	5.7	13.3	3.3
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	112	395	377	293	626	543	206	443	624	148	403	328
V/C Ratio(X)	0.63	0.70	0.27	0.77	0.59	0.49	0.78	0.71	0.22	0.76	0.76	0.22
Avail Cap(c_a), veh/h	225	566	540	485	891	774	361	746	885	269	685	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter()	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	26.9	23.7	31.4	20.6	19.7	34.0	26.7	14.3	35.5	28.7	24.9
Incr Delay (d2), s/veh	4.4	3.2	0.5	3.2	1.3	1.0	4.7	1.5	0.1	5.8	2.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/in	1.4	4.7	1.5	4.1	5.2	3.5	3.2	5.3	1.4	2.3	5.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	30.1	24.2	34.7	21.9	20.6	38.7	28.3	14.4	41.3	30.9	25.1
LnGrp LOS	D	C	C	C	C	C	D	C	B	D	C	C
Approach Vol, veh/h												
Approach Delay, s/veh	448				858			613			488	
Approach LOS	30.5				24.9			27.8			32.5	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	25.4	18.5	24.9	14.3	22.8	10.0	33.5				
Change Period (Y+Rc), s	4.5	4.5	* 5.4	* 5.4	4.5	4.5	* 5.4	* 5.4				
Max Green Setting (Gmax), s	13.5	35.5	* 23	* 29	17.5	31.5	* 11	* 41				
Max Q Clear Time (g_c+l1), s	7.7	15.7	12.6	15.2	9.7	15.3	5.7	16.0				
Green Ext Time (p_c), s	0.1	4.0	0.5	4.3	0.3	3.1	0.1	9.9				
Intersection Summary												
HCM 6th Ctrl Delay				28.2								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	37	85	117	39	106	0	385	169	100	269	80
Future Vol, veh/h	64	37	85	117	39	106	0	385	169	100	269	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	242	-	0	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	1	0	1	3	4	1	2	3	0
Mvmt Flow	67	39	89	122	41	110	0	401	176	104	280	83
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	1095	1107	322	1083	1060	489	-	0	0	577	0	0
Stage 1	530	530	-	489	489	-	-	-	-	-	-	-
Stage 2	565	577	-	594	571	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.11	6.5	6.21	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.509	4	3.309	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	193	212	717	196	226	581	0	-	-	996	-	-
Stage 1	536	530	-	562	553	-	0	-	-	-	-	-
Stage 2	513	505	-	493	508	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	130	190	717	142	202	581	-	-	-	996	-	-
Mov Cap-2 Maneuver	219	284	-	259	319	-	-	-	-	-	-	-
Stage 1	536	475	-	562	553	-	-	-	-	-	-	-
Stage 2	385	505	-	356	455	-	-	-	-	-	-	-
Approach												
EB		WB			NB			SB				
HCM Control Delay, s	21.9			26.6			0			2		
HCM LOS	C			D								
Minor Lane/Major Mvmt												
NBT		NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	-	-	239	717	272	581	996	-	-			
HCM Lane V/C Ratio	-	-	0.44	0.123	0.597	0.19	0.105	-	-			
HCM Control Delay (s)	-	-	31.4	10.7	36.1	12.6	9	-	-			
HCM Lane LOS	-	-	D	B	E	B	A	-	-			
HCM 95th %tile Q(veh)	-	-	2.1	0.4	3.5	0.7	0.3	-	-			

2022 Base		2029 Base		2029 No Left Turn	
		AADT Maj	AADT Min	AADT Maj	AADT Min
AADT Maj	10140	AADT Maj	10140	AADT Maj	11760
AADT Min	4580	AADT Min	4580	AADT Min	6400
a	8.9	a	11.3	a	-8.9
b	0.82	b	0.93	b	0.82
c	0.25	c	0.28	c	0.25
k	0.4	k	0.48	k	0.48
Nb	2.16245263	Nb	0.696835	Nb	2.654961
All		PDO		All	Nb
Total	1	2.162	1.6659936	Total	1
Fatal	0.340	0.736	0.54725898	Fatal	0.349
PDO	0.660	1.427	1.05164038	PDO	0.651
Adj		Predicted		Adj	

2022 Base		2029 Base		2029 No Left Turn	
		AADT Maj	AADT Min	AADT Maj	AADT Min
AADT Maj	10140	AADT Maj	10140	AADT Maj	11760
AADT Min	4580	AADT Min	4580	AADT Min	6400
a	8.9	a	11.3	a	-11.3
b	0.82	b	0.82	b	0.77
c	0.25	c	0.23	c	0.23
k	0.4	k	0.4	k	0.4
Nb	2.16245263	Nb	0.696835	Nb	2.654961
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Fatal	0.340	0.736	0.54725898	Fatal	0.349
PDO	0.660	1.427	1.05164038	PDO	0.651
Adj		Predicted		Adj	

TECHNICAL MEMORANDUM



DATE: April 13, 2023

PROJECT: Tentative Subdivision S-1-23 Oakley Estates

TO: Matt Laird, Community Development Director
City of Veneta

FROM: Lane Branch, P.E.

RE: Public Works/Engineering Comments

Thank you for the opportunity to assist the City and provide comments for the Oakley Estates subdivision S-1-23. We have reviewed the land division application packet, and have the following comments for the City's consideration:

STORMWATER

Finding: Stormwater runoff from development will be routed to three treatment/detention ponds along the north side of the project site. The ponds have been sized to detain post development runoff to pre-development peak rates in the 2-year through 25-year storm events. The ponds will also be equipped with swales to treat the drainage during the water quality storm event. The pond outlets will be directed north to Fern Ridge consistent with existing drainage patterns. The proposed stormwater systems are consistent with Veneta's stormwater requirements.

Finding: The proposed stormwater ponds are located in Phases 3 and 4 of the development. Construction of Phases 1 and 2 in advance of Phases 3 and 4 may require additional or temporary stormwater treatment systems to meet Veneta's stormwater ordinance.

Recommended Condition: The public improvement plans for Phases 1 and 2 shall include stormwater treatment and detention systems in accordance with Veneta's stormwater ordinance.

Recommended Condition: Prior to Final Plat approval for each phase, the applicant shall record a blanket public drainage easement, acceptable to the city attorney, over the stormwater pond facilities located within the phase. The easements shall also be illustrated on the Final Plats. The easements shall include provisions for City of Veneta staff and Oakley Estates homeowners to construct, maintain, and access the stormwater facility.

Recommended Condition: Prior to approval of the Final Plat for each phase, and prior to acceptance of the Public Improvements for each phase, the applicant shall execute and record stormwater agreements for maintenance of all stormwater swales and detention ponds within the phase. The stormwater agreements shall provide for City maintenance of the ponds and open drainages for functionality only. The Oakley Estates Homeowners' Association will be responsible for performing all other maintenance.

UTILITY

Finding: For water service the applicant is proposing to connect to the existing water pipe at the Jeans Road/Hope Lane intersection. From this point a 10-inch pipe will be extended north to serve the development. Looped or redundant water supply within public rights-of-way is common practice to minimize water service disruption during maintenance operations and assist with equalizing pressures and capacity in the area. A second connection to the existing water pipe in Jeans Road is available via New Hope Parkway, and is needed to maintain a looped system.

Recommended Condition: The public improvement plans for Phase 3 shall include a public water main in New Hope Parkway south of Todd Lane that connects to the existing public water pipe.

Finding: The development will connect to the public gravity sewer at Hope Lane, just south of Todd Way. This is an acceptable connection point. Existing topography only allows Phases 1 and 2 to gravity drain to the existing pipe. Phases 3 and 4 of the development will be served by a proposed pump station located on Tract A. A public gravity piping system will be installed with Phases 3 and 4 that will direct flow to the pump station. The pump station will then pump the effluent through a pressure pipe extended to Phase 2 (limits of the gravity service to the existing system).

Finding: The proposed wastewater pipe in New Hope Parkway is shown to terminate north of Todd Way. The wastewater piping should be extended to Todd Way and then west along Todd Way to provide sewer service to the western boundary of Phase 3.

Recommended Condition: The public improvement plans for Phase 3 shall include a public wastewater pipe in New Hope Parkway that extends south to Todd Way, then west in Todd Way to serve the Phase 3 lots fronting Todd Way.

ROADWAYS

Finding: New Hope Parkway south of the site between Todd Way and Jeans Road will provide a second access to the development, and is currently an unimproved gravel roadway. It is expected the development will significantly increase the traffic on this road resulting in additional dust, noise, and maintenance needs. It appears the right-of-way necessary for full improvements to the roadway currently exists. It is recommended this roadway be improved concurrent with Phase 3 of the development.

Recommended Condition: The public improvement plans for Phase 3 shall include full street improvements for New Hope Lane between Todd Way and Jeans Road. The improvements shall be consistent with Veneta's local road section standard including sidewalks.

Finding: The applicant is proposing a minor re-alignment of Todd Way at the western limits of the existing right-of-way. The applicant will be responsible for obtaining a right-of-way vacation for this section of roadway.

Finding: The applicant is proposing a modified street width for all roadways except Hope Lane and Todd Way. Per VLDO 6.02(2), local roads with a 50-feet right-of-way shall have a street paving width of 28 feet. The applicant is proposing a modified paving width of 32 feet. This is acceptable provided the planter and sidewalk widths meet minimum requirements, which are 4 feet for the planters and 5 feet for the sidewalks.

Recommended Condition: The public improvement plans for each phase shall include street paving widths consistent with VLDO 6.02(2). All roadways with a 50-feet wide right-of-way shall have a paving width of at least 28 feet, and maintain planter and sidewalk width standards.

EASEMENTS/AGREEMENTS

Recommended Condition: The Final Plat for each phase shall include one foot reserve strips at the terminus of all dead end streets.

Recommended Condition: The Final Plat for Phase 3 shall include a PUE along all the roadway frontages of Tract E. The width of the PUE shall be a minimum of 7 feet.

GENERAL

Recommended Condition: The configuration and size of the public improvements shall be subject to approval by the City Engineer upon review of design and supporting analysis prepared by the applicant's engineer. If the improvements are not constructed prior to final plat approval, a bond for the construction of public improvements is required prior to final plat approval.

|



PUBLIC WORKS DEPARTMENT | TRANSPORTATION PLANNING
3040 N DELTA HIGHWAY | EUGENE, OR 97408
P: 541.682.6996 | F: 541.682.8554

April 4, 2023

TO: Matt Laird, Community Development Director
City of Veneta

FROM: Mark Devoney, Senior Transportation Planner
Lane County Transportation Planning

RE: Lane County Comments on Oakley Estates Subdivision (File: S-1-23)

Thank you for the opportunity to provide comment on this proposed residential subdivision. Territorial Highway is a minor arterial under the jurisdiction of Lane County and our primary responsibility is to ensure that Territorial functions safely and efficiently. With this goal in mind, Lane County staff have been coordinating with the City of Veneta and the developer's representatives over the last several months on this proposal, as well as other development proposals in the NE area of the City.

Background & Overview of Proposal: As documented in the applicant's Traffic Impact Assessment and follow up Technical Memos, the intersection of Jeans Road with Territorial Highway is currently operating poorly (below relevant County and City performance standards) resulting in a high number of crashes. A residential development (Oakley Estates) is proposed to take access from Jeans Road and will result in additional traffic at the Jeans Road/Territorial Highway intersection. The long-term solutions identified in the City of Veneta's Transportation System Plan are expensive, unfunded, and will likely take multiple years to be designed and constructed. Consequently, without an interim mitigation improvement the existing problems will be exacerbated by the additional trips added to the intersection by the Oakley Estates development. In the March 3, 2023 Tech Memo by Sandow Engineering the recommended interim improvement to mitigate development impacts is to eliminate the northbound left turn lane into the West Lane Shopping Center and replace the left turn lane with a concrete median up to the south end of the intersection. The applicant also proposes that the median would include a Rectangular Rapid Flashing Beacon (RRFB) to facilitate pedestrian crossings of Territorial Highway on the south side of the intersection. The operational and safety benefits of this proposal were analyzed as part of this application's supplemental documents as well as those for the Hi-Valley rezoning application.

Specific Lane County Comments:

Based on Lane County's review of the proposal and related documentation, the County makes the following comments as input to the City for development of the staff report and findings of fact:

1. Since left turns into the shopping center will not be physically restricted by the center median, it is unclear how effective this proposed turn restriction will be and how it will affect the safety of other turn movements at the intersection.
2. Since there will be increased usage of the shopping center's Highway 126 driveway, improvements may be needed to these driveway entrances. No analysis of this need has been completed as far as Lane County is aware.
3. Input will be needed from the West Lane Shopping Center and ODOT during the approval process for this subdivision.
4. All work within the County ROW on Territorial Highway will require a facility permit from Lane County. The developer will need to apply for this permit to implement mitigation measures approved as part of the current land use action. Coordination and input from the West Lane Shopping Center and ODOT will be necessary in order for Lane County to approve this facility permit.
5. Lane County will continue monitoring traffic operational and safety issues at this intersection. If modifications are needed to address safety issues, Lane County may implement further changes to this intersection.
6. The RRFB proposed by the applicant as mitigation will likely help pedestrian crossing movements, though it may contribute to longer vehicle traffic queues and blockage. The RRFB may operate better if placed on the north side of the intersection. Additional analysis of the RRFB will be needed and should be coordinated with Lane County.

Please enter these comments into the record for this land use application and keep us updated as the staff report and any other additional information becomes available.



Oregon

Tina Kotek, Governor

ATTACHMENT 14

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building B
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: April 18, 2023

TO: Douglas Baumgartner, PE
Development Review Coordinator

FROM: Arielle Ferber, PE
Traffic Analysis Engineer

SUBJECT: Oakley Estates Development (Veneta, OR) – Outright Use
Mitigation Memo Review Comments

ODOT Region 2 Traffic has completed our review of the submitted mitigation memo (dated March 3, 2023) to address traffic impacts due to development north of Jeans Road along Todd Way and Hope Lane in the city of Veneta, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in April 2023. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis comments:

1. The 2029 Background and 2029 Build v/c values in Tables 1 and 2 do not appear to correspond to analysis conducted in the most recent TIA (dated September 23, 2022). However, the 2029 Build with Mitigation used traffic volumes consistent with the most recent TIA and showed that restricting the northbound left at the Territorial Hwy at Jeans Road intersection results in the intersection meeting mobility targets. In addition, the OR 126 at Territorial Highway intersection is also shown to meet mobility targets.

Proposed mitigation comments:

2. ODOT maintains jurisdiction of the Florence-Eugene Highway No. 62 (OR 126) and ODOT approval shall be required for all proposed mitigation measures to this facility. No mitigation measures to a state highway have been proposed. This conclusion appears reasonable for this proposed development.

Thank you for the opportunity to review this mitigation memo. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted memo.

This mitigation memo has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. If the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.Ferber@ODOT.oregon.gov



L a n e F i r e A u t h o r i t y

88050 Territorial Hwy., Veneta, Oregon 97487

541.935.2226

www.lanefire.org

Matt Laird

Community Development Director

City of Veneta

P.O. Box 458

Veneta, OR. 97487

(541) 935-2191

RE: Comment on development of Oakley Estates

There will need to be second means of access and egress based on the number of homes proposed. Even though the first phase is not more than 30 finished homes, Lane Fire Authority is requiring it at this time. New Hope Parkway will be required to be finished and connecting to Jeans Road and must meet minimum requirements for width, grade, weight bearing capacity, and hydrants.

Oregon Fire Code 2022

D107.1 One- or two- family dwelling residential developments.

Developments of one- or two- family dwellings where the number of dwellings units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

Sincerely,

Brian Sayles

Brian Sayles

Code Enforcement Officer

Lane Fire Authority

Matt Laird

From: ROSS Trevor J <trevor.ross@lanecountyor.gov>
Sent: Tuesday, April 11, 2023 1:42 PM
To: Matt Laird
Subject: Road Name Approvals- Oakley Estates Subdivision

CAUTION: This email originated from outside the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hey Matt,

As discussed earlier today, Oakley Way and New Hope Parkway have been approved. There was some dissent on Oakley Way but was determined to be acceptable.

Cornerstone was denied a second time so new name should be proposed or, alternatively, that section can be a part of New Hope Parkway.

Best regards,

Trevor Ross, PLS
Lane County Surveyors Office
3050 N. Delta Hwy.
Eugene, OR 97408
541-682-6938

**City of Veneta
MEMORANDUM**

DATE: March 27, 2023
TO: Affected Governmental Agencies
FROM: Matt Laird, Community Development Director
RE: Oakley Estates Subdivision & Type C Tree Permit
File No. S-1-23 & TP-23-8

The City has received a request for a 175-lot subdivision and Type C Tree Removal Permit, (Oakley Estates) located at Assessor's Map: 17-05-30-00 Tax Lots: 900, 907, 909, 913, and 917.

This request is being forwarded for your review, comment and conditioning. If you have conditions of approval you would like incorporated into the City's consideration of this request, please list them and return to this office by April 11, 2023.

Please reference file number **S-1-23** in your reply.

- We are not affected by the proposal.
- We have reviewed the proposal and have no comments.
- Our comments are attached.
- Our comments are:

The US Army Corps of Engineers (USACE) manages the Fern Ridge Dam and Reservoir adjacent to the parcel proposed for clearing and development. The private landowner is responsible for knowing the boundary line and is not authorized to remove vegetation or use heavy equipment on federal land without prior written approval from the Portland District Real Estate office. USACE may also hold a flowage easement on adjacent private property to manage flood control in the reservoir. If assistance is needed determining flowage easements or the boundary monument locations, please contact the Cottage Grove Ranger District Office at (541) 942-5631.

The adjacent shoreline is classified as Protected Shoreline Area, as administered under the Fern Ridge Shoreline Management Plan. No private docks are permitted, and any pathways to the lake would require a Shoreline Permit. If resource damage is occurring due to increased pedestrian traffic from the subdivision, USACE may request fencing to separate the development from the natural areas.

An applicant may apply for a public water access point (ramp, pier, etc.) through the Portland District Real Estate office. Any requests must be consistent with the Fern Ridge Master Plan objectives for that unit.

We recommend that all lots that are adjacent to the USACE boundary have a defensible space for wildfire protection. USACE does not plan to permit wildfire buffers of cleared vegetation on federal land. These are identified as Lots #89-113, and 182, and Tracts A, C, and D; on "OakleyEstates_Revised Site Plan w Highlited new

lots_PropPlan_032823 (002).pdf", received 3-30-2023. The Lots range in length from 94.8' to 111.7', except Lot 182 which is triangular.

USACE would need additional time to review the 850-page stormwater report prior to construction to ensure any water entering Fern Ridge Reservoir meets water quality standards and does not impact the flood storage capacity of the reservoir.

These comments do not include any USACE concerns or requirements as they relate to wetlands regulated under the Clean Water Act, Section 404, Dredge and Fill permitting program. For more information, please contact the Eugene Regulatory Office at (541) 460-0012.

City of Veneta - P.O. Box 458 - Veneta, Oregon 97487
Phone (541) 935-2191 - Fax (541) 935-1838

Matt Laird

From: Matt Laird
Sent: Wednesday, April 5, 2023 8:27 AM
To: Angie Campbell
Subject: RE: Notice of a Limited Land Use Action - Oakley Estates

Hello Angie,

I will add your comments to the record for the Planning Commission to consider.

Matt Laird
Community Development Director

City of Veneta
P.O. Box 458
Veneta, OR 97487
(541) 935-2191
mlaird@ci.veneta.or.us



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From: Angie Campbell <angiecampbell@ymail.com>
Sent: Tuesday, April 4, 2023 8:14 PM
To: Matt Laird <mlaird@ci.veneta.or.us>
Cc: Scott Campbell <5campbells1982@sbcglobal.net>
Subject: Re: Notice of a Limited Land Use Action - Oakley Estates

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Hi Matt,

Thank you for your quick response. we responded one more time in [blue](#).

Scott and Angie

On Tuesday, April 4, 2023 at 04:15:39 PM PDT, Matt Laird <mlaird@ci.veneta.or.us> wrote:

Hello Scott and Angie,

I will try and respond to your questions below in red.

Cordially,

Matt Laird

Community Development Director

City of Veneta

P.O. Box 458

Veneta, OR 97487

(541) 935-2191

mlaird@ci.veneta.or.us



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From: Angie Campbell <angiecampbell@ymail.com>
Sent: Tuesday, April 4, 2023 3:13 PM
To: Matt Laird <mlaird@ci.veneta.or.us>
Cc: Scott Campbell <5campbells1982@sbcglobal.net>
Subject: Notice of a Limited Land Use Action0

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We are located at 88448 Forest Meadows Lane, which will back up to 6 of the homes.

Here are a couple of questions we have:

1) fencing- is there going to be a fence between their property and ours? we want to be sure that we will not be responsible for their fence. How much space will be between our fence and theirs, is there an easement of some kind? Due to the fact that we have animals this is of concern. **Fences are not required, however most new developments do construct fences when they build the house. There is no setback required for fences, they can go right up to the property line. With regards to animals, it is the responsibility of the owner of the animals to keep them contained.**

Can you require fencing be added (good neighbor fence)? We do not want to have any new owners attaching a fence to our cyclone fencing. Our animals are contained that's not a problem, we are more concerned about a new owners dog digging under our fencing and getting our chickens.

2) traffic on jeans rd, 126 and Territorial- we are concerned about trying to get across 126 and across Territorial, it is already hard. Are there any plans to widen 126 to accommodate all these extra people? ODOT does have plans to widen 126, however that is not part of this project. The biggest off site transportation issues are associated with the Jeans Road / Territorial Road intersection, that will likely require some type of traffic control. The applicant is proposing to remove the northbound left into the shopping center and to install a pedestrian crossing with flashing light beacon.

We are wondering about a possible smart light at Cornerstone or even Huston to alleviate accidents on 126. This project will potentially add a lot of traffic getting on and off of 126. Any chance you can add an "entrance only" into BiMart/Grocery Outlet going west on 126 to help alleviate some of the traffic coming onto Territorial? Just trying to think outside the box. Maybe even a "4 way stop sign" at Jeans and Territorial and Ray's shopping center. A crosswalk would definitely be helpful. We realize you have already had a survey done, but certainly doesn't sound like it will be much different than what is already in place. With 175 homes, there will likely be 2, 3 maybe even 4 cars per house. We are talking about a lot of cars on this road.

3) water- are these homes on city water or on a well? **All homes will be connected to public water and sewer.**

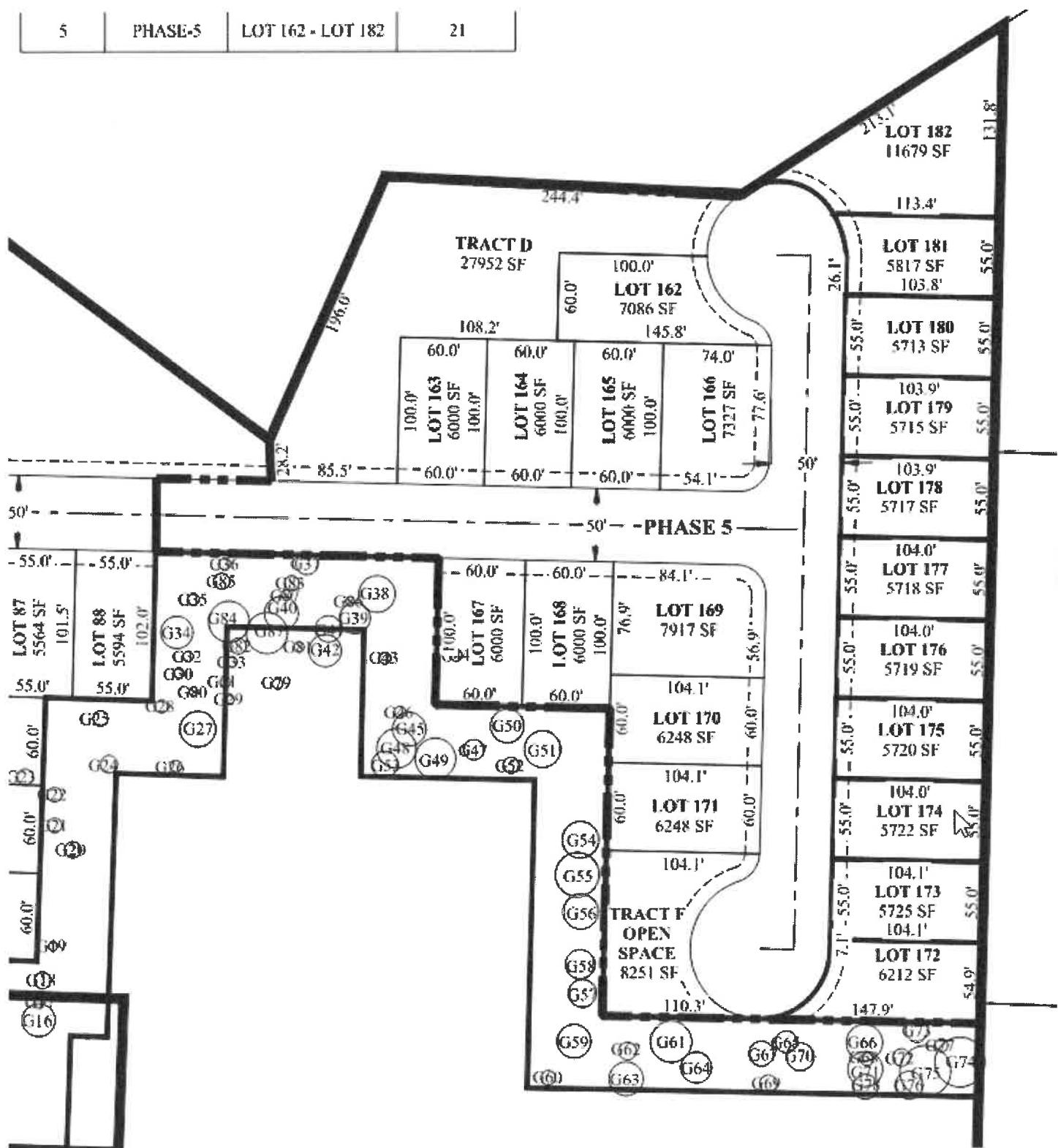
4) curious what size lots they are especially behind us. **See picture of phase 5 below.**

5) Will the extra revenue from these homes cover extra law enforcement? **Currently city residents receive a utility bill that includes costs for water, sewer, stormwater, and public safety. New homes associated with this development would also be required to pay for these costs.**

Will this help to hire an extra sheriff out here? How many sheriff do we have out here? Our understanding is that there is only 1 out here until midnight.

Thank you~

Scott and Angie Campbell



April 14, 2023

Veneta City Hall
88184 8th Street
Veneta, Oregon 97487

Attn: Matt Laird, Community Development Director

Subject: Response to Oakley Subdivision Proposal



Thank you for the opportunity to comment on this significant addition to Veneta. I believe this is a great location for adding needed housing and the growth that Veneta wants. However, I have the following concerns:

The northeast corner of this property (Lot 182) lies adjacent to a **Class I stream**. Attachment 1, from Lane County GIS records, shows the location of the Class I stream. This should be reflected in project maps.

The northeast corner of this property is mapped by the State of Oregon as **PSSCh wetland habitat** – see Attachment 2 from Lane County GIS records. This mapped area is missing in the project's Wetlands map. **The project mapping should be corrected.**

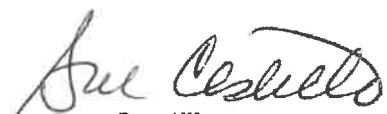
Attachment 3 consists of photographs of this area taken by myself taken in April 2023, which show the **riparian habitat** in this corner of the project. This land drains into the Fern Ridge Reservoir.

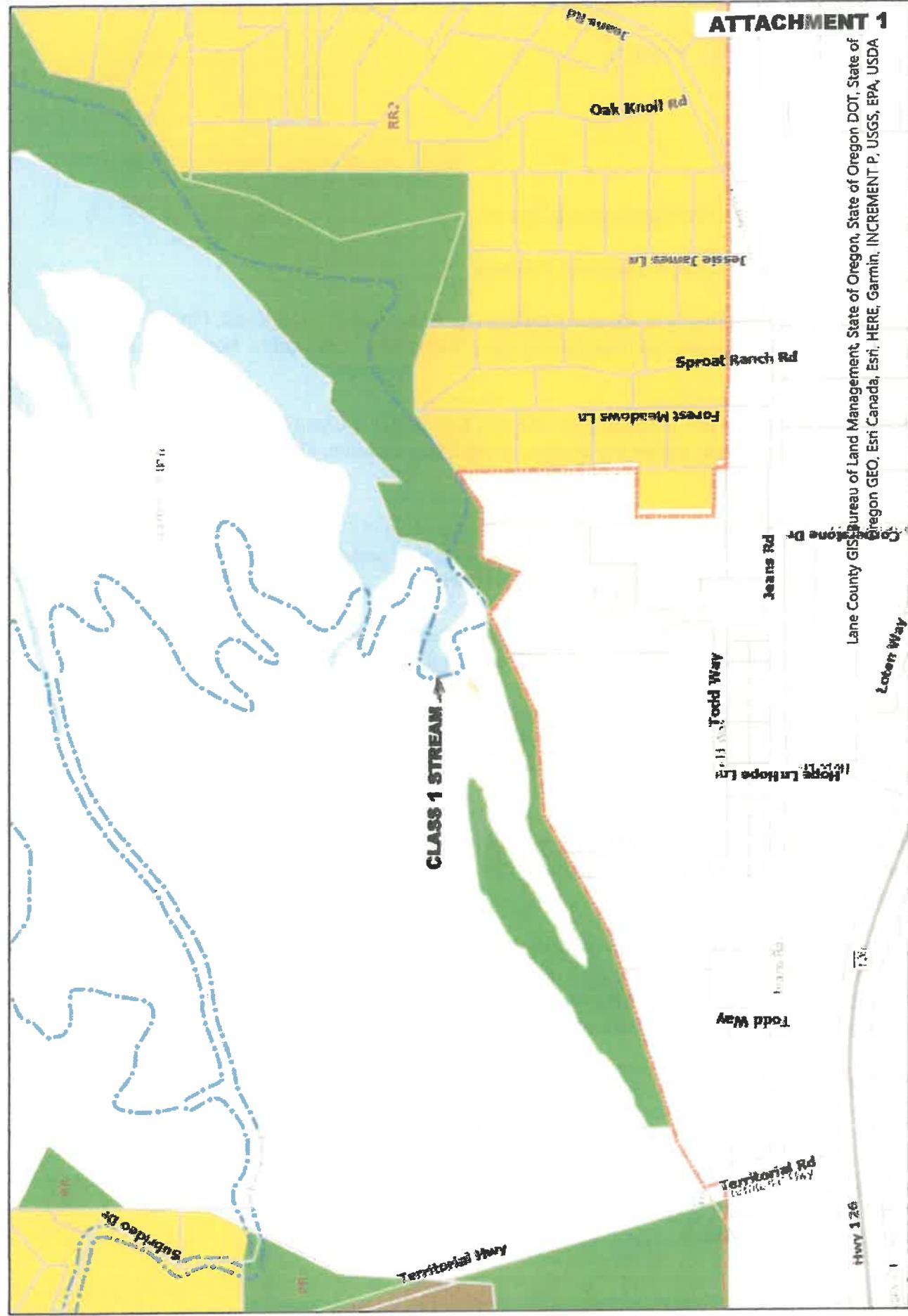
The State of Oregon has a policy of promoting the protection of wetland resources. It would be appropriate to protect this small riparian northeastern corner of the project property which should have been mapped as a part of the Fern Ridge Reservoir rather than zoned General Residential.

Additionally, special care should be taken regarding the cul-de-sac road end shown in this vicinity, immediately adjacent to the Fern Ridge Reservoir. **No drainage from the roadbed into the reservoir should be allowed.**

With regard to traffic impacts, I have great concerns about the intersection of Territorial Highway and Jeans Road. Project NR10 and IN7 are supposed to address this, but access looks problematic for the businesses in this vicinity. **Please share more details regarding project NR10 and the rerouting of Jeans Road with the community before 180 new housing units are approved here.**

Sincerely,


Sue Castillo
88500 Forest Meadow Lane
Veneta, Oregon 97487

ATTACHMENT 1**ArcGIS Web Map**

Lane County, Oregon



The information on this map was derived from digital databases on the Lane County Regional Geographic Information System. Care was taken in the creation of this map, but it is provided as is. Lane County cannot accept any responsibility for errors or omissions or potential inaccuracy in the digital data or the resulting map. Care has been taken to make the map as accurate as possible. Care has been taken to make the map as accurate as possible. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

Lane County GIS Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

ATTACHMENT 2

One County GIS Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

94

ArcGIS Web Map



Lane County, Oregon

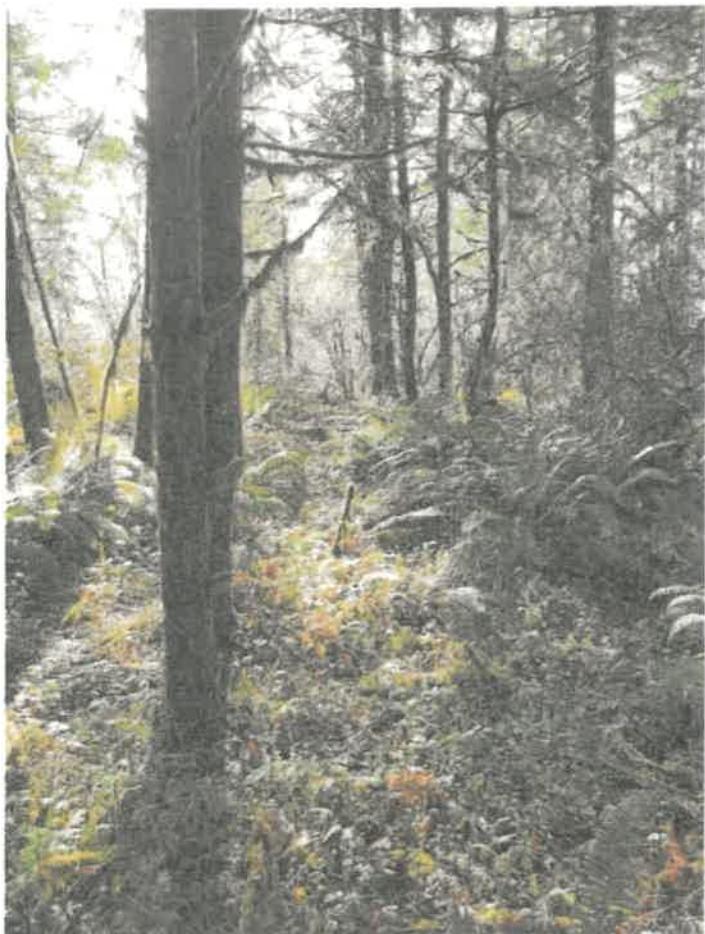
2



The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided as is. Lane County cannot accept any responsibility for errors, omissions or "punctual" inaccuracy in the map data or the underlying databases. The map data is not intended for surveying, engineering, or other specific applications. The map is intended for general reference purposes. There are no guarantees as to the accuracy of the map data. The map is not intended for use in any legal or engineering applications. The map is not intended for use in any legal or engineering applications.

ATTACHMENT 3

**Showing the riparian nature
of the Northeast corner of
Parcel # 1705300000907
in the Oakley Subdivision,
Lot 182**



Matt Laird

From: Thomas Leonetti <tleonetti3@gmail.com>
Sent: Friday, April 14, 2023 1:44 AM
To: Matt Laird
Subject: Re: Comment-Oakley Estates Subdivision Application File S-1-23 & TP-23-8

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Matt Laird
Community Development Director
Veneta Planning Commission

Mr. Laird

I am a local resident with several points of concern and comment regarding the proposed Oakley Estates housing development referenced above.

1. This proposed development of 175 lots is very high density for the city and immediate area! The current population of Veneta is about 5,200.

Using a conservative estimate of 1/3 of the dwellings occupied by 1 person, 1/3 occupied by 2 adults and 1/3 by a family of 4; calculation yields a possible 400 +/- new residents!
If each adult drives, that is a potential 322 autos added!

2. Greenspace, including play areas, tree plantings, and walkways appears to be very inadequate for the proposed housing and population. The diagram indicates only a small narrow area of planted trees toward the northeast corner.

3. Plantings of trees and shrubs should be included along all streets and sidewalks in the final plan for the development. Especially concerning the significant number of trees to be removed.

4. There is no indication of the necessary environmental provision for future storm water catchment. There is also no indication for prevention of construction or future roadway runoff into local waterways or neighboring properties.

5. Hope Lane is the only designated access/egress; posing a bottleneck and emergency traffic issue.

6. Other high density traffic issues:

*Jeans Road is already highly travelled with NO speed enforcement.

*Hope Lane accesses Hwy 126, but there are no turn lanes to exit 126 onto Hope Lane.

*The line of site to enter 126 can be difficult and dangerous. (The only regulated traffic area is at the intersection of Territorial Hwy and Hwy 126.

#These factors will likely result in traffic delays, congestion and dangerous traffic accidents. Possible added lanes and widening should be studied for future public safety.

7. Hwy 126 between Veneta and Eugene is narrow and crowded, with increased serious accidents and little to no speed enforcement. This will only worsen with a rapid, large influx of population.
8. Veneta has limited amenities; a public library, restaurants, various small shops, a medium size full service grocery, a discount grocery and various other businesses. New residents will likely commute to Eugene for employment. There is limited bus service, meaning added traffic problems and negative environmental/ecological impact.
9. Veneta does not have its own Public Safety department. Two Lane County Sheriff Officers patrol the area in and around Veneta. There is one officer for the day shift and another for the night shift. The influx of a sizable number of new residents will further tax their limited services and result in reduced safety.
10. The construction and development plan should by necessity include provisions for limiting impact on local wildlife. The area around Fern Ridge supports a rich diversity, including raccoon, fox, turkey, many species of raptors, cougar, black bear, waterfowl, and many migratory bird species. The area also supports a wonderful variety of native plants, which are important for diversity, food and shelter for wildlife, and native culture.

Considerations to mitigate impact on these plants and animals must be part of the final approved plan for this sizable development.

11. One more very important concern must be the ecological impact of all aspects and activities associated with the Oakley Estates development.

*Put specific actions into place to prevent or limit negative impacts to the environment. Specifically, construction waste, noise, and traffic issues.

*Minimize damage/interference to local plants, wildlife and habitat.

* State and county environmental regulations and recommendations must be followed.

*The City of Veneta, Lane County, and the state are responsible for ensuring compliance with the final details of the approved development plan. They must use diligence in monitoring and enforcing compliance from approval to completion of the Oakley Estates development.

My comments and concerns are spurred by my awareness of the fragility of our planet, my deep and sincere concern for our

environment and what that means for the future.

Thank You for the opportunity to comment.

Sue Leonetti
Forest Meadows Lane
Veneta, Oregon