

**VENETA
PLANNING COMMISSION
STAFF REPORT**

**Veneta Dog Park – City File No. CUP-24-1 & SR-24-2
Conditional Use Permit and Site Plan Review**

Application Received: March 19, 2024
Application Complete: March 27, 2024
Notice Mailed: March 29, 2024
Notice Posted: April 5, 2024
Staff Report Date: April 29, 2024
120 days from Completeness: July 15, 2024
Agency Referrals:
Lane Fire Authority, Brian Sayles
Oregon Department of Transportation (ODOT) Region 2
Lane County Public Works/Transportation Planning
Sanipac
Branch Engineering – City Engineer, Lane Branch
Veneta Building Official – Jason Bush, CBO

Prepared by: Daniel Findlay, Associate Planner

BASIC DATA

Owner: Oregon International Port of Coos Bay
115 Hall Ave
Coos Bay, Oregon 97420

Applicant: City of Veneta
Kyle Schauer, Public Works Director
PO Box 458
Veneta, OR 97487

Site Address: 25031 Brooker Lane

Assessor's Map No. 17-05-00-00

Tax Lot No. 00500

Zoning District: Broadway Commercial (BC)

Comprehensive Plan Designation: Commercial (C)

REQUEST

The request is for the approval of a Site Plan Review for a new dog park and a Conditional Use Permit to develop within the Greenway-Open Space Subzone (/GW).

BACKGROUND, PROPERTY CHARACTERISTICS, AND CONTEXT

The subject property is currently railroad right-of-way. There is a rail line owned and operated by the Oregon International Port of Coos Bay and the site has no other history of development. The development will be contained within approximately 1.75 acres of the 1,066.94-acre right-of-way. The development area is located on the northwest corner of Territorial Road and Brooker Lane. See the vicinity map below.



No off-street parking is required for the request, and the applicant is not proposing any. On-street parking is available along 3rd and 2nd Street, and there is a City-owned parking lot immediately to the south across Brooker Lane. There is an existing shared-use path along the north end of Brooker Lane that will provide pedestrian and bicycle access to the site.

The subject site is zoned Broadway Commercial (BC). Surrounding zoning districts include Highway Commercial (HC) to the north, General Residential (GR) to the east, and Broadway Commercial (BC) to the west and south.

To the north is a railroad line and an existing restaurant. To the south is a food truck court, a vacant lot, the Fern Ridge Service Center, and a convenience store. To the west and east is the railroad right-of-way. To the east, across Territorial Road, is a housing development owned by the

Wastewater

City sewer is available but not required to serve this site.

Water

The applicant will connect to City water off of Brooker Lane. There is adequate capacity to serve this proposal.

Stormwater

Stormwater currently drains north to the railroad line. The proposal will not drain the direction of the flow of the drainage. The proposal will create approximately 11,000 square feet of impervious surface in the form of sidewalks, the stormwater from which will be detained and treated via the approximately 66,000 square feet of pervious surface.

PUBLIC NOTICE

Notice was mailed to all property owners and property addresses within 300 feet of the site on March 29, 2024. Notice was posted at the site, Veneta City Hall, Fern Ridge Library, and on the City website on April 5, 2024. All public notice was done in accordance with Veneta Zoning and Development Code, Section 11.07(2).

APPROVAL CRITERIA

Veneta Zoning and Development Code, Section 6.05 – Site Plan Review Criteria, Section 8.10 – General Standards of Approval, Section 8.11(19) – Special Standards Governing Certain Conditional Uses (Standards for development in the GW subzone).

REFERRAL COMMENTS

The City Engineer provided a referral comment with a trip generation estimate for the proposed use. The trip generation estimate was used to determine that the proposal does not require a Traffic Impact Analysis per Section 5.27 of the Veneta Zoning and Development Code.

PUBLIC COMMENT

No public comments have been received at the time of writing this report.

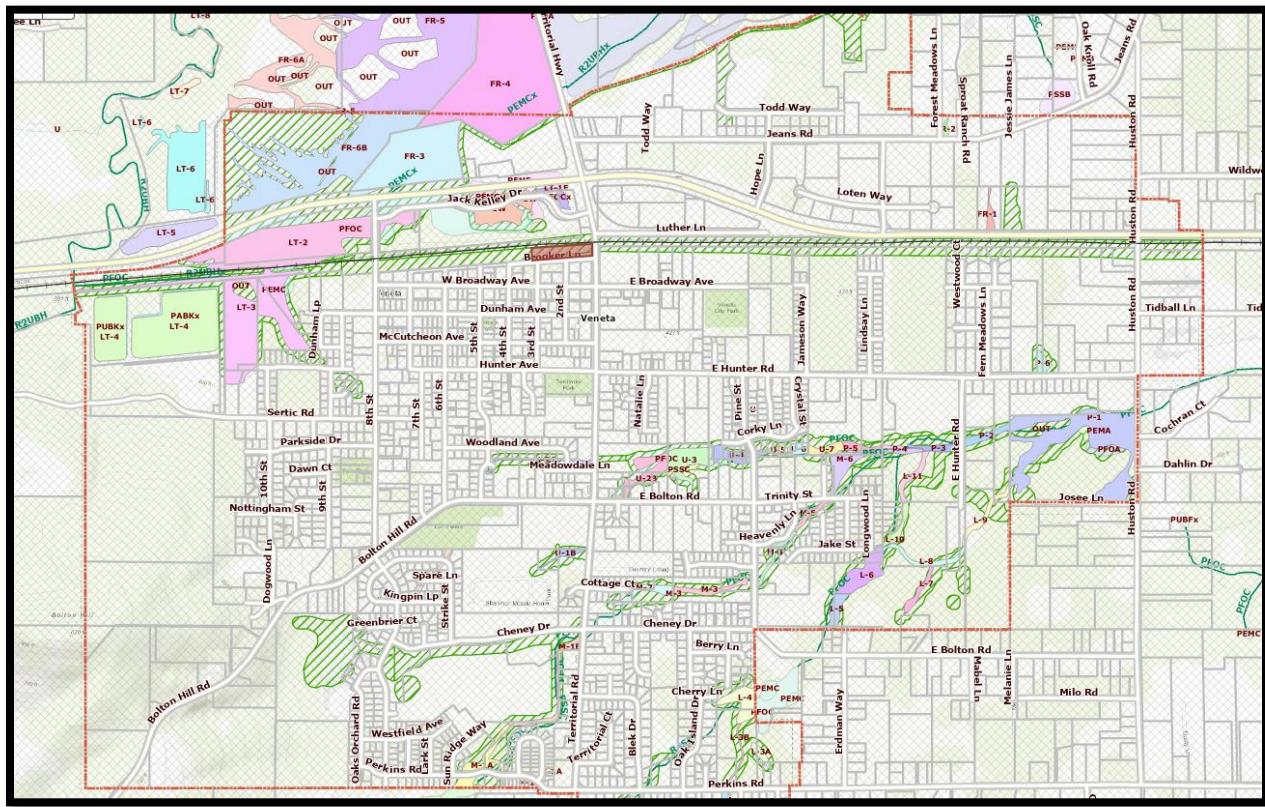
ISSUES

Development in the Greenway Subzone

The applicant is requesting a Conditional Use Permit to develop within the Greenway – Open Space Subzone (/GW). The GW Subzone has a few different purposes. The first, and most

common, is to provide a 50-foot buffer from the border of all significant wetlands to preserve the integrity of these wetlands and prevent encroachment upon them by development. It can also serve to provide open space and opportunities for pedestrian and bicycle paths. A third purpose is to provide a buffer from intensive uses to residential or other, less-intensive uses.

The subject site sits on a 100-foot wide Greenway belt that runs east-west across the entirety of the city. This Greenway belt serves to provide a vegetated buffer from Highway 126 and the railroad line to the rest of the City, and provides space intended for a future pedestrian and bicycle path. See the Greenway and Wetlands map below. Greenway is identified in green hatching, while the colored areas indicate wetlands. The subject site is shown in red.



The proposed dog park will not preclude the development of a pedestrian and bicycle path because there is an existing 10-foot wide pedestrian and bicycle path that runs along the frontage of the site. It also will not remove the buffer because the proposal will not remove any significant trees or vegetation and will retain the site's use as open space.

There are no wetlands associated with this Greenway belt where it intersects with the site, and there are no wetlands anywhere in the surrounding area. The development of this dog park thus will not have any impact on the natural resources of the City. See the findings under

Section 8.11(19) in the proposed final order (Exhibit A) for the formal findings related to this issue.

STAFF RECOMMENDATION

Based on the findings for the request stated in the Final Order, staff recommends the Planning Commission **approve with conditions** the Conditional Use Permit and Site Plan Review request. The conditions of approval are specified in the Final Order (Exhibit A).

EXHIBITS

Exhibit A – Final Order

Exhibit B – Applicant's Submittal

Exhibit C – City Engineer's Comments

Exhibit A

**FINAL ORDER
OF THE
VENETA PLANNING COMMISSION**

**Veneta Dog Park Site Plan Review and Conditional Use Permit
(File No. CUP-24-1 & SR-24-2)**

A. The Veneta Planning Commission finds the following:

1. The Veneta Planning Commission has reviewed all material relevant to the Conditional Use Permit and Site Plan Review applications (CUP-24-1 & SR-24-2) which has been submitted by the applicant, staff, and the general public regarding this matter.
2. The Veneta Planning Commission held a public hearing on May 7, 2024 to discuss the Conditional Use Permit and Site Plan Review request (CUP-24-1 & SR-24-2) after giving the required public notice to surrounding property owners and occupants in accordance with Section 11.07(2) of the Veneta Zoning and Development Code.
3. The Veneta Planning Commission followed the required procedure and standards for approving the Conditional Use Permit and Site Plan Review request (CUP-24-1 & SR-24-2) as required by Article 6 and Article 8 of the Veneta Zoning and Development Code.

B. The Veneta Planning Commission APPROVES with conditions the Veneta Dog Park Conditional Use Permit and Site Plan Review (CUP-24-1 & SR-24-2). The applicant shall comply with the following conditions of approval:

GENERAL CONDITIONS OF APPROVAL:

1. The applicant shall receive a building permit for any structure to be placed on the site.
2. Erosion and sediment control shall be required for any earth-moving activities.

C. IT IS HEREBY ORDERED THAT the Veneta Planning Commission APPROVES with conditions the Conditional Use Permit and Site Plan Review (CUP-24-1 & SR-24-2) based on the information presented in the following findings of fact:

Ordinance language is in italics. Findings are in plain text.

Veneta Zoning and Development Code

Article 6 – Site Plan Review

Section 6.05 – Approval Criteria

- 1) *After an examination of the site and prior to approval of plans, the Planning Commission or Building and Planning Official must make the following findings:*
 - A. *That all provisions of city ordinances are complied with.*

Findings: As will be discussed and determined throughout these findings, the proposal meets the applicable provisions of City ordinances. In instances where conditions of approval are warranted and necessary, the findings related to that particular matter will be discussed and addressed under the relevant section of the Veneta Zoning and Development Code or other applicable provisions of City ordinances.

The applicant's submittal does not include elevations for any structures on the site, but the site plan shows areas marked for future gazebos or pavilions. A condition of approval has been added to ensure that any future structure will receive a building permit if required.

Condition of Approval: The applicant shall receive a building permit for any structure to be placed on the site.

- B. *That traffic congestion is avoided; pedestrian, bicycle and vehicular safety are protected; and future street right-of-way is protected.*

Findings: Traffic congestion will be avoided because of the amount of available on-street parking and the pedestrian and bicycle transportation options to the site. There is no off-street parking proposed or required as part of the request. There are 14 on-street parking spaces immediately south of the site on 2nd street and 16 on-street parking spaces immediately south of the site on 3rd street. Additionally, there is a City-owned off-street parking lot located to the immediate southwest of the site with 16 parking spaces, including 1 ADA-accessible space. The existence of a 10-foot wide sidewalk along the south frontage of the subject site provides transportation options for pedestrians and bicyclists to access the park.

Pedestrian and bicycle safety is protected by the existing 10-foot wide sidewalk that runs along the south edge of the subject area that fronts Brooker Lane. This sidewalk is also separated from the street by a planter strip, providing a buffer that protects pedestrians and bicyclists from vehicles and keeps pedestrian and bicyclists out of the road. There is no future street right-of-way needed from the subject site. This criterion is met.

- C. *That proposed signs or lighting will not, by size, location or color, interfere with traffic or limit visibility.*

Findings: The proposal is located within the Downtown Sign District, according to VZDC Section

5.15. The applicant does not include in their plans any signage or lighting. Furthermore, VZDC Section 5.15, Table 5.15 – Permitted Signs, states that public signs do not require sign permits in the Downtown Sign District. This criterion is not applicable.

D. That adequate water, sewer, and other required facilities, for the proposed use are available.

Findings: The applicant is not proposing to connect to sewer, but will connect to water for irrigation and water fountains at the park. There is adequate capacity to serve the proposed development. This criterion is met.

E. That drainageways are protected, existing drainage patterns are maintained and drainage facilities are provided in accordance with Section 5.16 of this ordinance.

Findings: The subject site currently drains towards the railroad tracks to the north. The applicant is not proposing to alter the drainage patterns of the site. Drainage from the approximately 11,000 square feet of new impervious surface will be detained by the approximately 66,000 square feet of remaining pervious surface in accordance with Section 5.16.

F. That the extent of emissions and potential nuisance characteristics are reasonably compatible with the land use district, adjacent land uses and the standards of all applicable regulatory agencies having jurisdiction.

Findings: The primary potential nuisance characteristic of the proposed use would be the noise generated from the park. To the north is the railroad line, which already generates a significant amount of noise when trains pass through. To the south is a vacant lot, the City-owned Fern Ridge Service Center, and a convenience store. No adjacent or surrounding land uses are residential, with the exception of a housing development to the east. However, this residential development is located across Territorial Highway, a Minor Arterial road that generates a significant amount of noise. All surrounding lots are zoned Broadway Commercial.

Additionally, the park will be entirely fenced and all entrances will have two sets of doors to prevent dogs from escaping the park grounds. The fence will be 8 feet in height along the north end by the railroad line and 4 feet in height everywhere else. This will ensure that this other potential nuisance characteristic of the development is mitigated. This criterion is met.

G. Where the applicant has requested an adjustment to Site Plan Review criteria (Type II Site Plan Review) pursuant to the Veneta Zoning and Development Code, the applicant shall identify all applicable criteria in this ordinance and specifically address each adjustment

Findings: Not applicable to this request.

- 2) *Alternatives to the Commercial and Mixed Use Design Standards of Section 5.13, or Residential Design Standards of Section 5.29 or Off Street Parking Location Standards Section 5.20(3)(c) may be granted by the Planning Commission following a public hearing where the Commission finds that the alternative design:*
- A. Meets the purpose and intent of the applicable design standard being adjusted*
 - B. Conforms with the design guidelines provided in Section 5.13 or 5.29 as applicable*
 - C. Promotes pedestrian safety, convenience and comfort*
 - D. Contains architectural features substituting for code required features which are consistent with the overall design intent and composition of the building.*
 - E. Maintains or enhances compatibility between new development and existing uses, including aesthetics and privacy for residential uses.*

Findings: Sections 5.13 and 5.29 do not apply to the proposed use.

Article 8 – Conditional Uses

Section 8.10 – General Standards of Approval

A conditional use may be granted only if:

- 1) The proposed use is consistent with the Veneta Comprehensive Plan.*

Findings: The Veneta Comprehensive Plan, Element H – Parks and Open Space, Goal 5, is to ‘Expand Park Development.’ It states that this goal is to ‘Improve existing parks and acquire and develop new parks to meet identified community needs and to maintain or improve parkland level of service as the community grows.’

The Parks, Recreation and Open Space Master Plan, adopted in 2020 as an appendix to the Veneta Comprehensive Plan, contains discussion of a potential dog park. According to the *Veneta PROS Survey*, conducted on February 3rd, 2020, out of 238 respondents, 36.13% said that the construction of a dog park was extremely important to them or their household, 24.79% stated it was very important, 19.75% stated it was moderately important, and 7.56% stated it was slightly important. Only 11.76% of respondents stated that it was not important at all.

The executive summary of the PROS Master Plan also contained a recommendation to develop a dog park in the City. Additionally, the PROS Master Plan states that ‘A dog park was also a popular interest among all public outreach efforts.’

Thus, a dog park is an identified community need, and the development of a dog park would further Goal 5 of the Parks and Open Space element of the Veneta Comprehensive Plan. This criterion is met.

- 2) The proposed use is consistent with the purpose of the zoning district.*

Findings: According to Section 4.05 of the VZDC, the purpose of the Broadway Commercial zone is to “create a pedestrian-friendly environment within the downtown area with a mixture of land uses that provides direct, safe, and convenient access from residential areas to commercial services, public spaces, and transit connections while maintaining access for automobiles and bikes.” There are currently no other parks or recreational facilities within the BC zone, so the proposed use of a dog park will contribute to the creation of a mix of uses in the zone. The subject site contains a multi-use path along its frontage that provides pedestrian and bicycle access to the rest of the Broadway Commercial zone. For all of these reasons, this criterion is met.

- 3) *The potential negative impacts of the proposed use on adjacent properties and on the public will be mitigated through the application of existing requirements and conditions of approval.*

Findings: The dog park will be fenced with an 8-foot fence along the north edge of the park area by the railroad line and a 4-foot fence surrounding the rest of the park. This will keep dogs in the park and prevent dogs from escaping into the streets, which is particularly important considering Territorial Road is directly to the east. This will mitigate the potential negative impact of the proposed use on adjacent properties. This criterion is met.

- 4) *All required public facilities have adequate capacity to serve the proposal. Systems Development Charges will be assessed at the time a building permit is issued. Additional SDC's will be assessed for changes in use that are more intense than a pre-existing use.*

Findings: The dog park will connect to City water in order to irrigate the park and provide drinking fountains. There is adequate capacity to serve this development. This criterion is met.

- 5) *The site size, dimensions, location, topography, and access are adequate considering such items as the bulk, coverage or density of the proposed development; the generation of traffic; environmental quality impacts; and health, safety or general welfare concerns.*

Findings: There is an abundance of on-street parking in the area surrounding the site. There is also a City-owned parking lot directly across the street from the site. The dog park is proposed to be located in a part of town that has pedestrian connections to downtown and the surrounding City blocks. Thus, traffic generation is not expected to be a problem. The existing site is undeveloped railroad right-of-way. There are no significant trees or native vegetation of ecological importance that will be removed for the development. Thus, there are no expected negative environmental quality impacts. The dog park will be fenced with an 8-foot fence along the north edge of the park area by the railroad line and a 4-foot fence surrounding the rest of the park. This will keep dogs in the park and prevent dogs from escaping into the streets, which is particularly important considering Territorial Road is directly to the east. No other health, safety, or general welfare concerns are expected to arise as part of this development. This criterion is met.

Section 8.11 – Special Standards Governing Certain Conditional Uses

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.

Findings: The Greenway located on the site is not associated with a wetland, and there are no wetlands anywhere within the immediate vicinity of the site. There are no known fish and wildlife habitats or wildlife movement corridors that will be impacted by this development. This criterion is met.

B. Scenic qualities and viewpoints will be preserved.

Findings: The development will not remove any significant trees and will maintain the aesthetic qualities of the site as open space. No scenic qualities or viewpoints will be negatively affected. This criterion is met.

C. Natural drainageways are protected and the stormwater plans comply with an approved stormwater drainage management plan. Erosion will be prevented or controlled.

Findings: The current drainage on the site flows north towards the railroad tracks. The applicant is not proposing to alter the direction of flow of the drainage. Erosion will be prevented and controlled after the site is developed as the site will be planted with grass. A condition of approval has been added to ensure that erosion is controlled during construction.

Condition of Approval: Erosion and sediment control shall be required for any earth-moving activities.

D. Significant trees and other site vegetation will be preserved.

Findings: No significant trees are proposed to be removed as part of the development. Existing site vegetation is not associated with a wetland and is not ecologically significant or important. The site is currently grassy and planted with trees, and the proposal will retain the site's character as open space with lawn and trees.

E. Stream corridors and wetland will be protected and provided with buffers.

Findings: There are no stream corridors or wetlands associated with the proposed development and the development will not impact any stream corridors or wetlands.

F. The practical needs of construction activity are provided for in terms of ingress and egress.

Findings: The applicant is proposing to construct an access road along the west and north of the dog park that will help provide access. Construction ingress and egress are also provided for via the site's frontage along Brooker Lane.

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.

Findings: The proposed use is for a City-owned dog park, hence, the use of the property is not necessarily dependent on economic viability. However, the Greenway on the subject site is not associated with or protecting wetland. Rather, this Greenway is meant to provide a buffer between Highway 126 and the railroad line and the rest of the City and to provide space and opportunity for a future pedestrian and bicycle path. There is already a 10-foot sidewalk that runs along the site's south frontage, so the development will not preclude the development of this pedestrian and bicycle path. The development will also retain the site's nature as open space with trees and other vegetation that will provide a buffer from Highway 126 and the railroad line and the rest of the City.

Article 4 – Use Zones

Section 4.05 – Broadway Commercial

1) Purpose. Create a pedestrian friendly environment within the downtown area with a mixture of land uses that provides direct, safe, and convenient access from residential areas to commercial services, public spaces, and transit connections while maintaining access for automobiles and bikes.

Findings: There are currently no other parks or recreational facilities within the BC zone, so the proposed use of a dog park will contribute to the creation of a mix of uses in the zone. The subject site contains a multi-use path along its frontage that provides pedestrian and bicycle access to the rest of the Broadway Commercial zone.

2) Uses Permitted Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the site plan review provisions of Article 6, provided all operations except off-street parking, recreational facilities, common areas (e.g., plazas), and permitted temporary activities associated with an allowed use shall be conducted entirely within an enclosed building (excludes drive-thru facilities):

- A. All uses provided in Table 4.4 and similar uses as provided by Section 2.05.
- B. Residential uses shall be contained in a mixed-use building (e.g., apartments or condominiums above commercial space, or residential use in a live-work building) where residential uses are located above commercial space.
- C. Low impact public and semi-public uses, including transit facilities and transportation improvements conforming to the City of Veneta Transportation System Plan.
- D. Registered or certified family daycare in an existing structure currently used as a residence.
- E. Residential uses within a commercial structure, provided the residential use does not occupy more than 50 percent of the ground floor space in the structure if the any previous use of the structure has been commercial. Residential shall not occupy the front 25 feet of ground floor space abutting a principal commercial street (Broadway or Territorial), except that residential use may be accessed via a breezeway, lobby, or similar entrance.
- F. The requirement for Site Plan Review may be waived by the Director if there is a Change of Use/Occupancy in an existing building or development site with all improvements in place and similar or reduced on/off-site impacts and trip generation.

Findings: A City-owned dog park falls under the category of Subsection C as it is a low-impact public use. This use requires a Site Plan Review.

- 3) Conditional Uses. Except as provided in Section 4.05 (5) below, the following uses and their accessory uses are permitted in the BC zone subject to the provisions of Article 6, Site Plan Review, and Article 8, Conditional Uses:
 - A. All uses provided in Table 4.4 and similar uses as provided by Section 2.05.
 - B. The requirement for Site Plan Review may be waived by the Director if there is a Change of Use in an existing building or development site with all improvements in place and similar or reduced on/offsite impacts and trip generation.

Findings: This section is not applicable. The use requires a Conditional Use Permit, but for developing within the Greenway rather than for a use listed here.

- 4) Prohibited Uses. A. Drive-thru facilities (e.g., banks, eating and drinking establishments, and others).

Findings: This is not applicable as the use is not a drive-through facility.

- 5) Lot Size and Width. In the BC zone, minimum lot sizes and widths shall be as established in Table 4.3.

Findings: The subject site exceeds the minimum lot size of 3,000 square feet and the minimum lot width of 20 feet.

- 6) Yards. Except as provided in Articles 5, 6 and 8, and as required below, there are no minimum yards:
- A. Yards for off-street parking areas shall be a minimum of five (5) feet; additional yard area may be required under Articles 5, 6, or 8; e.g., for clear vision and compatibility with abutting uses. This standard does not apply to parking spaces in driveways for individual dwellings, except that driveways shall be designed so that parked vehicles do not encroach into the public right-of-way.
 - B. Yards shall be landscaped pursuant to Section 5.12.
 - C. See Section 5.09 for additional setbacks on designated streets.
 - D. Yard requirements are in addition to any planned road right-of-way widths in order to permit the eventual widening of streets.

Findings: The proposed development complies with all yard and setback requirements.

- 7) Lot Coverage. The maximum allowable lot coverage by buildings is seventy percent (70%). Up to eighty percent (80%) coverage may be approved for mixed-use developments incorporating residential and commercial uses. All lot areas not covered by buildings, parking lots, walkways etc. shall be landscaped pursuant to Section 5.12.

Findings: The proposed development will not exceed the 70% maximum lot coverage standard.

- 8) Building Height. Except as provided in Articles 5, 6 and 8, the maximum building height is forty-five (45) feet; up to fifty-five (55) feet in height is allowed for mixed-use buildings that contain dwellings at a minimum density of twenty (20) units per acre; dwellings must be located above a ground floor commercial space that has a floor-to-ceiling height of at least fourteen (14) feet.

Findings: The applicant is not proposing any structures as part of the current development.

- 9) Building Orientation and Design. All development, including new structures and exterior remodels to existing structures or developments, shall comply with the design standards in Section 5.13. Multi-family buildings and attached single-family buildings, where allowed, shall comply with the design standards in Section 5.29.

Findings: The proposed use is not a commercial or mixed-use development. This criterion is not applicable.

- 10) Pedestrian Access. A sidewalk shall provide safe, convenient pedestrian access from the street to the primary building entrance. If the sidewalk must cross a parking lot or driveway, it shall be paved, raised and/or marked in a manner that calls attention to the sidewalk.

Findings: The proposed use will have pedestrian access off of a 10-foot wide sidewalk that runs along the southern edge of the site.

- 11) *Parking Requirements. The off-street parking standards of Section 5.20 are not required for development within the BC zone. Provision of off-street parking shall be at the discretion of the occupant, owner or developer. If off-street parking is provided, ADA-compliant parking must be provided in accordance with the current edition of the Oregon Structural Specialty Code, Chapter 11, in conjunction with ADA Standards for Accessible Design, (A117.1 Standard for Accessible and Usable Buildings and Facilities). All bicycle parking requirements shall remain in effect regardless of the number of motor vehicle spaces provided.*

Findings: No off-street parking is required or proposed. According to Table 5.20(a), there is no use category for public parks, meaning no bicycle parking is required either.

Article 5 – Supplementary Provisions

Section 5.01 – General Provisions Regarding Accessory Uses

An accessory use shall comply with all requirements for a principal use, except where specifically modified by this section. Accessory uses shall not be used for human habitation. Accessory uses shall comply with the following standards.

- 1) *Fences, hedges and walls may be located within required yards but shall not exceed 48" (four (4) feet) in height in any required front yard which abuts a street other than an alley nor 2-1/2 feet in height in a vision clearance area. Elsewhere, fences, hedges and walls shall not exceed six (6) feet in height in residential and commercial zones and eight (8) feet in height in industrial zones. Swimming pools, tennis courts, and other accessory recreational structures may have fences that exceed six (6) feet, provided they are not located within the front yard, but may be allowed within the side and rear yards.*

Findings: The proposal contains an 8-foot fence running along the north end of the dog park to ensure that dogs cannot escape and cause a safety issue for the railroad line. Pursuant to Section 5.01(1), fences can exceed 6 feet in height for recreational structures provided the fence is not located in the front yard. The dog park is a recreational structure and the 8-foot high fence is not proposed to be located in the front yard. This criterion is met.

Section 5.02 – Access

All lots shall be provided with access according to the standards of Article 6, Section 6.04 of this ordinance.

Findings: The site is currently accessed off of Hunter Avenue. There is a one-way driveway approach into the site on the west end and a one-way driveway approach leaving the site on the east end. This criterion is met.

Section 5.09 – Exceptions to Yard Requirements

The following are authorized exceptions to yard requirements:

- 3) *In order to permit the eventual widening of streets, every lot abutting a portion of a street hereinafter named shall have an additional setback over the required yard dimension specified in the zone so that the minimum distance from the center line of the street right-of-way to the front setback line shall be listed as below:*

<u>Street Name</u>	<u>Setback from Center Line of Right-of-Way</u>
Highway 126	50 feet
Territorial Highway	40 feet - West side only
Bolton Hill Road	35 feet
Hunter Road	30 feet

The required front yards specified for each zone shall be in addition to the setbacks specified above.

Findings: The proposed park is located to the west of Territorial Road. The proposed park will be more than 40 feet from the centerline of the right-of-way of Territorial Road. This criterion is met.

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.*
 - B. *Community Commercial and Broadway Commercial Zones: 10% of the site.*
 - C. *Highway Commercial Zone: 10 % of the site.*
 - D. *Industrial Zones (IC, LI, MI): 5% of the site.*
 - E. *When the above requirements conflict with landscaping requirements found elsewhere in this ordinance, the standard which maximizes landscaped area shall apply.*
- 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.*
- 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% coverage of the area not covered by shrubs and tree canopy.
- 6) Landscape Materials. Permitted landscape materials include trees, shrubs, ground cover plants, non-plant ground covers, and outdoor hardscape features, as described below. "Coverage" is based on the projected size of the plants at maturity, i.e., typically three (3) or more years after planting.
- A. Existing Vegetation. Existing non-invasive vegetation may be used in meeting landscape requirements.
 - B. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, soil, exposure, water availability, and drainage conditions. Applicants are encouraged to select native plants which are drought tolerant to reduce the demand on the City's water supply.
 - C. Plant Establishment. Unless a certified landscape architect specifically recommends otherwise, all new landscaping shall be irrigated for a minimum of two (2) years to ensure viability.
 - D. Soil amendment. When new vegetation (including sod) is planted, topsoil shall be added and/or soils amended or aerated as necessary, to allow for healthy plant growth. Compaction of the planting area shall be minimized whenever practical and compacted soils shall be amended and/or aerated as necessary prior to planting.
 - E. "Invasive" plants, shall be removed during site development and the planting of new invasive species is prohibited. Lists of locally invasive species are available through the local USDA extension office.
 - F. Hardscape features, May cover up to ten percent (10%) of the required landscape area; except in the Downtown Area where publicly accessible hardscape features may cover up to eighty percent (80%) of the required landscape area, subject to approval through Site Plan Review. Swimming pools, sports courts, and similar active recreation facilities, as well as paving for parking and access, may not be counted toward fulfilling the landscape requirement.
 - G. Non-plant Ground Covers. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover no more than 25 percent of the area to be landscaped and shall be confined to areas underneath plants. Non-plant ground covers cannot be a substitute for ground cover plants.
- 7) Multi-family sites and parking lots shall be screened from abutting single-family land uses by a combination of sight-obscuring fences, walls and landscaping adequate to provide privacy and separation for the abutting land use.
- 8) Garbage collection areas, service facilities and air conditioning facilities located outside the building shall have sight-obscuring screening. Mechanical equipment, lights, emissions, shipping/receiving areas, and garbage collection areas for industrial, commercial, and public facility uses shall be located away from residential areas, schools, and parks.
- 9) When a sight-obscuring fence, wall, or hedge is required under the provisions of this ordinance, it must meet the following provisions:

- A. In order to be "sight-obscuring", fences and walls must be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence or wall. Hedges shall be of an evergreen species which will meet and maintain year-round the same standard within three (3) years of planting. Creative use of deciduous hedge materials may be proposed to provide screening in conjunction with wider planting areas. Deciduous hedges may be approved on a case by case basis as the sole discretion of the Planning Official.
 - B. Fences and walls must be maintained in a safe condition and opacity must be maintained. Wooden materials shall be protected from rot, decay and insect infestation. Plants forming hedges must be replaced within six (6) months after dying or becoming diseased to the point that the opacity required is not met.
- 10) When adjacent land uses are of a different type and the proposed use may impact the adjacent land uses, the Building and Planning Official or Planning Commission may require sight-obscuring fencing, walls, and/or landscaping. In order to provide appropriate buffering and screening, the Building and Planning Official or Planning Commission may increase the required yard dimension.
- 11) All stormwater detention facilities shall be landscaped according to City standards.

Findings: While the site is located within the Broadway Commercial zone, the property it sits on is railroad right-of-way and is not technically an actual lot or parcel, thus the requirements of this section do not apply.

Section 5.16 – Stormwater Detention and Treatment

As the City of Veneta develops, impervious surfaces create increased amounts of stormwater runoff, disrupting the natural hydrologic cycle. Without stormwater management, these conditions decrease groundwater recharge while increasing channel erosion and the potential for localized flooding. The City continues to use swales and other more natural methods to control and convey stormwater run-off, incorporating wetlands and other natural systems into stormwater drainage plans to the greatest extent possible rather than relying exclusively on pipes. Runoff from urban areas is a major source of pollution and watershed degradation. The City is currently a Designated Management Agency (DMA) under the Willamette Basin TMDL and as such, is responsible for reducing pollutant loads transported to surface waters from runoff. In order to protect and enhance watershed health and long-term livability, the City requires that development comply with the following stormwater management criteria.

- 1) 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.
- 2) The intent of these requirements is as follows:
 - A. To maintain runoff peak flows at predevelopment levels
 - B. To provide treatment of runoff to limit the transport of pollutants to area

- waterways.
- C. *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.*
 - D. *To encourage the use of vegetated treatment systems over structural pollution control devices.*
- 3) *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.*
- 4) *The following storm data (Eugene Airport) shall be used in sizing facilities.*

24-HOUR RAINFALL DEPTHS

Recurrence Interval, Years	2	5	10	25	100
Flood Control. Destination: 24-Hour Depths. Inches	3.12	3.6	4.46	5.18	6.48

Pollution Reduction: 24-Hour Depths. 1.4 Inches

Findings: The subject site will contain approximately 11,000 square feet of impervious surface, out of the approximately 77,000 square feet site. The impervious surface is entirely sidewalk, which stormwater will run off to the pervious grass surface that makes up the rest of the site. Thus, stormwater is detained and treated, and this criterion is met.

Section 5.22 – Pedestrian and Bicycle Access and Circulation

- 1) *Internal pedestrian and bicycle circulation shall be provided within new commercial, office, and multifamily residential developments through the clustering of buildings, construction of hard surface pedestrian walkways, multi-use paths for shared pedestrian and bicycle travel, landscaping, or similar techniques.*

Findings: The proposed use is not a new commercial, office, or multifamily residential development. This criterion is not applicable.

- 2) *Pedestrian and bicycle access to transit facilities shall be provided from new commercial, employment, and multi-family residential developments and new activity centers shall be provided while existing developments shall provide safe and accessible pedestrian and bicycle access to transit facilities when a site changes uses or is retrofitted.*

Findings: The proposed use is not located adjacent to any transit facilities. There is an existing

sidewalk where the site fronts Brooker Lane and Territorial Road, providing a connection to the broader network of pedestrian and bicycle infrastructure.

- 3) *Internal pedestrian and bicycle systems shall connect with external existing or planned systems. Pedestrian access from public sidewalks to the main entrances of public, semi-public, commercial, and multi-family buildings shall not cross driveways or parking lots.*

Findings: The proposed use will have sidewalks that connect to the existing sidewalk at Brooker Lane at two separate locations. This criterion is met.

- 4) *All streets shall have sidewalks except rural local streets and rural lanes unless there is compelling evidence that other pedestrian systems meet the needs of pedestrians.*

Findings: There is an existing 10-foot wide sidewalk where the site fronts Brooker Lane and where it fronts Territorial Road. This criterion is met.

- 5) *Compliance with the commercial design standards for and mixed-use, residential and commercial development, respectively, in Chapters 5.13 and 5.29, is required.*

Findings: The proposed use is not a commercial or residential development, thus, this criterion is not applicable.

- 6) *Safe, Direct, and Convenient. Walkways/paths within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets and existing or planned transit stops, based on the following criteria:*
 - A. *Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.*
 - B. *Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.*
 - C. *"Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.*
 - D. *"Primary entrance" for residential buildings is the front door (i.e., facing the street). For multi-family buildings in which units do not have their own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.*

Findings: The pedestrian sidewalks at the park connect directly to the existing public sidewalk at two locations along Brooker Lane. These entrances connect to the rest of the park's sidewalks and paths. This criterion is met.

Section 5.27 – Traffic Impact Analysis and Mitigation

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.*

Findings: According to the City Engineer, the estimated trip generation is 6 vehicle trips during the AM peak period and 8 vehicle trips during the PM peak period. The proposed use does not meet any of the criteria listed in subsections B-G. A Traffic Impact Analysis is thus not required.

- D. Unless a condition of approval specifies otherwise or the decision of the Veneta Building and Planning Official is appealed this decision will become effective twelve (12) days after the City mails the notice of decision. A decision of the Veneta Building and Planning Official may be appealed to the Planning Commission within twelve (12) days of the date the notice of decision is mailed, in accordance with Section 11.06(6) of the Veneta Zoning and Development Code. 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, Chairperson
Planning Commission



Date

VENETA

Oregon

RECEIVED

Inc. 1902

MAR 19 2024

General Land Use Application

PO Box 458 * Veneta, OR 97487 * 541-935-2191 * Fax 541-935-1838 * www.venetaoregon.gov

Planning File: _____

Receipt #: _____

Date Received: _____

Associated File #: _____

Property Owner Name: Oregon International Port of Coos Bay Email: _____

Mailing Address: 115 Hall Ave, Coos Bay, OR 97420 125 Central Avenue, Suite 300, Coos Bay, OR 97420 Phone: 541-267-7678

Applicant: City of Veneta Email: _____

Mailing Address: PO Box 458, Veneta, OR 97487 Phone: 541-935-2191

Agent: Kyle Schauer Email: kschauer@ci.veneta.or.us

Mailing Address: PO Box 458, Veneta, OR 97487 Phone: 541-935-2191

Representative: _____ Email: _____

Mailing Address: _____ Phone: _____

Assessor's Map Number (Township, Range, Section, and Quarter Section)	Tax Lot(s)	Acres	Zone
17-05-00-00	500	1,066.94	BC

Subject property address(es): 25031 Brooker Lane

Subzone (if applicable): Greenway Open Space Subzone

Check all applicable APPLICATIONS and DEPOSITS below

 Technical Review/Public Notice Deposit (for ALL applications except Property Line Adjustments) \$350

APPLICATION DEPOSITS (Application fees are calculated by ACTUAL PROCESSING COSTS)

SITE PLAN REVIEW

<input checked="" type="checkbox"/> Site Plan Review/Major Amendment	\$1,350	<input type="checkbox"/> Conceptual Plan	\$350
<input type="checkbox"/> Site Plan Minor Amendment (Administrative)	\$350	<input type="checkbox"/> General Development Plan	\$550+25/unit
<input type="checkbox"/> Site Plan Minor Amendment (Planning Commission)	\$450	<input type="checkbox"/> Final Development Plan	\$300

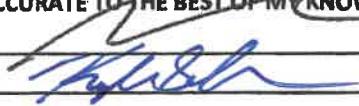
PLANNED DEVELOPMENTS

OTHER APPLICATIONS PROCESSED WITH DEPOSITS			
<input checked="" type="checkbox"/> Conditional Use Permits (Note: Most Conditional Use Permits also require a Site Plan Review)			\$775
<input type="checkbox"/> Specific Area Plan Amendment – Southwest Area Plan (/SDP)			\$7,500
<input type="checkbox"/> Variance to the Veneta Wetland Protection Ordinance (Veneta Municipal Code Chapter 18.10)			\$700

APPLICATIONS WITH FIXED FEES (These are non-refundable)

<input type="checkbox"/> Appeals	\$525	<input type="checkbox"/> Amendments (except Specific Area Plan above)	
<input type="checkbox"/> Variance	\$425	<input type="checkbox"/> Comprehensive Plan (text only)	\$800
		<input type="checkbox"/> Ordinance (text only)	\$200
		<input type="checkbox"/> Zone Change (map only)	\$600
		<input type="checkbox"/> Plan Designation & Zoning Map	\$1,000

I HEREBY STATE THAT THE FACTS RELATED IN THE ABOVE APPLICATION AND THE PLANS AND DOCUMENTS SUBMITTED HEREWITH ARE TRUE, COMPLETE, CORRECT, AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

Property Owner Signature: Applicant Signature: 

APPLICATION FEES & DEPOSITS

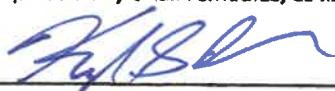
Fees and deposits are intended to cover the full cost for processing applications. They are not intended to cover the cost for interpretation of ordinances or for long-range planning. Applicants seeking development which requires more than one type of review (such as site plans and conditional use permits) must pay all applicable fees and deposits. Applicant acknowledges and agrees that Applicant's failure to pay City costs over the base fee amounts, as charged monthly by the City, may result in the City pursuing any or all legal remedies available, including but not limited to liening Property in the amount owed; prosecution for violation of the City's current fee resolution and City Zoning and Development Code; issuance of a stop work order, non-issuance of building permits for Property, or cessation of related proceedings; set-off against any reimbursement owed; and turning amounts owed over to a collection agency.

Application Deposits: Certain application fees are represented by a deposit amount. Applicants shall be charged for actual processing costs incurred by the City. City staff time shall be monitored for applications which require a deposit in lieu of a non-refundable fee. Any unused portion of the deposit shall be returned to Applicant upon completion of the application process, conditions of approval, and any ensuing appeals. Any additional costs incurred beyond the deposit amount shall be charged to and paid by Applicant on a monthly basis. Applicant agrees that Applicant's failure to pay these amounts triggers City's option to pursue any or all remedies, as listed above.

Application Fees: Fixed fees are non-refundable and are based on average application processing costs rounded to the nearest \$25.

Technical Review/Publication Deposit: The actual costs charged to the City for technical review of land use applications, including but are not limited to City's planning, public works, engineering, administration, legal, wetland specialists, geologists, biologists, arborist, and any other services provided in processing Application, shall be charged to Applicant, at the rate(s) charged to the City. In addition, the actual costs of preparing and mailing notices to abutting property owners or others required to be notified, the costs of publishing notices in newspapers, and any other mandated costs shall be charged to Applicant. Such costs shall be adjusted as soon as the specific amounts are known. Applicant agrees that any deficiencies shall be collected from Applicant, and that Applicant's failure to pay these amounts triggers City's option to pursue any or all remedies, as listed above.

Applicant:



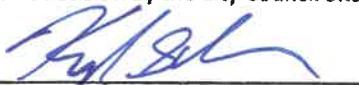
Owner(s):



REQUEST FOR CONSOLIDATION OF LAND DEVELOPMENT AND/OR LAND DIVISION APPLICATIONS

I hereby request that my applications be consolidated. I understand that by consolidating these applications, any limited land use action (site review, partition, subdivision) that is combined with a quasi-judicial action (variance, conditional use permit, or other action requiring a public hearing) may be subject to a public hearing and the 14-day limitation for written comments will be waived. Wetland Variances requiring a joint decision by the City Council and Veneta Planning Commission may not be combined with any other land use hearing.

Applicant:



Owner(s):



GENERAL INFORMATION FOR LAND USE APPLICATIONS

- (1) Petitions, applications and appeals provided for in this ordinance shall be made on forms prescribed by the City.
- (2) An applicant shall be advised that all permits or zone changes necessary for a development project may be merged into a consolidated review process. Zone changes and permits required through the application of the overlay district and discretionary permit procedures shall be available for a consolidated permit process. For purposes of this ordinance, a consolidated permit process shall mean that the hearing body shall, to the greatest extent possible, apply concurrent notice, public hearing and decision making procedures to the permits and zone changes which have been consolidated for review.
- (3) Applications shall be accompanied by plans and specifications drawn to scale, showing the actual shape and dimensions of the lot to be built upon; the sizes and locations on the lot of all existing and proposed structures; the intended use of each structure; the number of families, if any, to be accommodated thereon; the relationship of the property to the surrounding area and such other information as is needed to determine conformance with this ordinance.
- (4) The failure to raise an issue in person or by letter filed in a timely manner precludes appeal and the failure to specify to which criterion the comment is directed, precludes appeal based on that criterion.
- (5) Approval or denial of a land use regulation or limited land use application shall be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon and explains the justification for the decision based on the criteria standards and facts set forth.
- (6) The decision of the Planning Commission will be issued with a Final Order. If a written Notice of Appeal is not filed within 15 days from the date the Final Order of the Planning Commission is mailed, the decision becomes final.

NOTE: Other permits may be necessary depending on the nature of your application. Required permits may include:

TREE PERMITS: For developments which require the cutting of trees for streets, utilities and/or buildings, a tree removal permit must be submitted at the time of the development application.

RIGHT-OF-WAY PERMITS: Anyone wishing to occupy, encroach on, or construct within a City right-of-way must have an approved right-of-way permit.

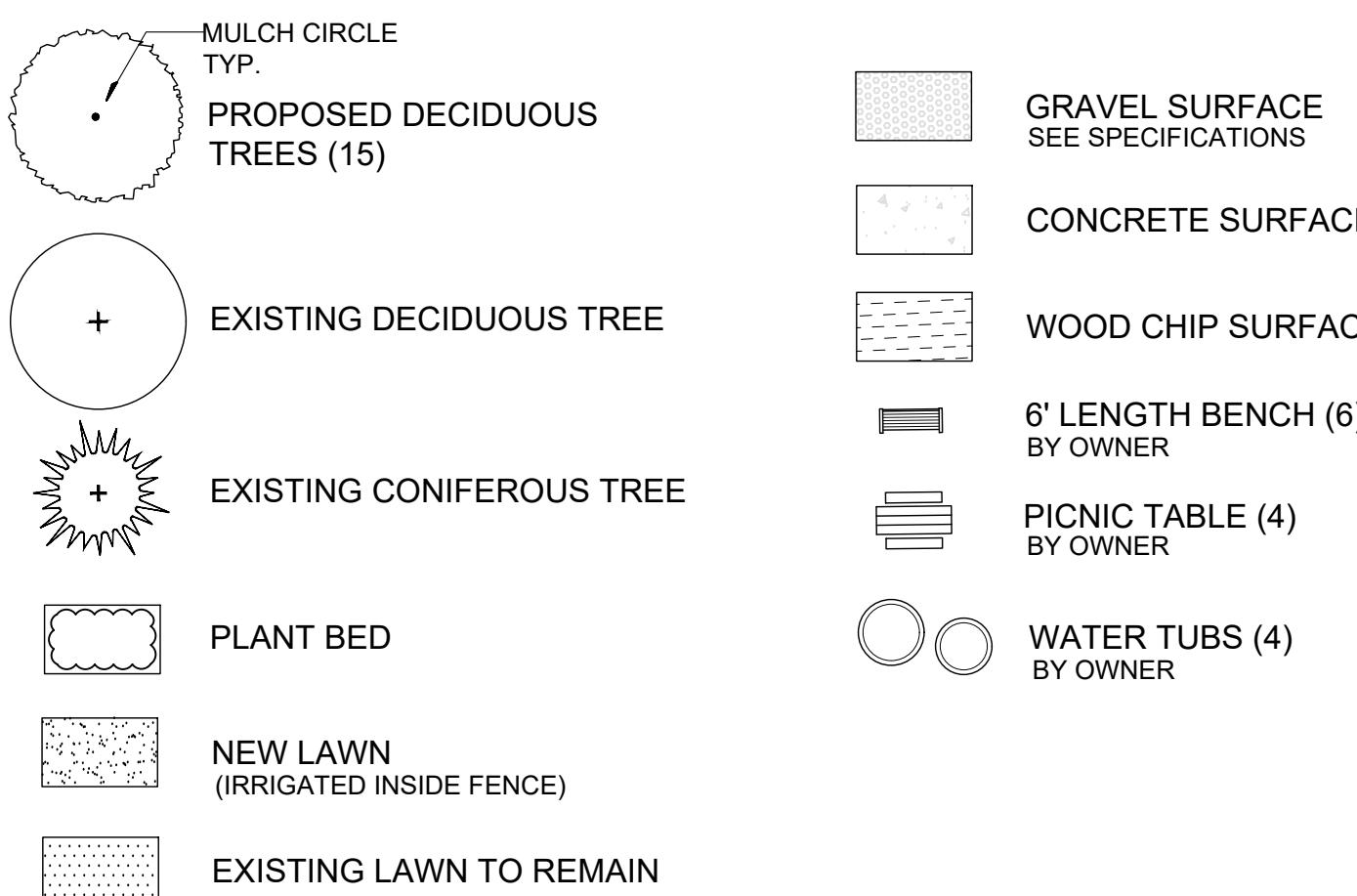
COMPLETENESS REVIEW: Upon receipt of a Land Use Application, City planning staff will review the application for completeness within 30 days. If your application is deemed incomplete you will be given 30 days to submit the required information to make it complete. Once the application is complete it will be scheduled for review by the Veneta Planning Commission and public notices will be sent.

BUILDING PERMITS: Building permits are issued by the City of Veneta; 88184 8th Street; Veneta, Oregon (541) 935-2191. If a Site Review is required it must be approved prior to issuance of a building permit.

APPEALS: Any land use decision may be appealed. Planner decisions may be appealed to the Planning Commission. Planning Commission decisions may be appealed by the City Council. Council decisions may be appealed to the State Land Use Board of Appeals.

PRIOR TO PREPARING AN APPLICATION, applicants should check with City Staff to make sure they have the most updated versions of the Veneta Comprehensive Plan and Veneta Zoning and Development Code. Ordinances are available on the City website, www.venetaoregon.gov

LEGEND



GENERAL NOTES

1. SEE ALL DISTURBED AREAS.
 2. SEE DP-0 FOR EXISTING CONDITIONS.
 3. SEE DP-2 FOR LAYOUT DOCUMENTATION.
 4. SEE DP-3 FOR GRADING DOCUMENTATION.
 5. SEE DP-4 FOR PLANTING PLAN.
 6. SEE DP-5 FOR IRRIGATION PLAN.
 7. SEE SPECIFICATIONS FOR SEEDING AND SOIL PREPARATION REQUIREMENTS.
 8. SEE SPECIFICATIONS FOR REQUIRED INSPECTIONS.

PROPERTY LINE AT R.O.W. —
APPROXIMATE LOCATION

TERRITORIAL ROAD	Date:	03-29-24
	Drawn By:	EH
	Checked By:	DJD
	Submission:	100% Checkset
Revisions		
		
		
		
		
DP-1		

DOG PARK SITE PLAN

A stepped line graph representing a profile. The vertical axis is marked with horizontal tick marks at 0, 5, 10, 20, 40, and 80. The horizontal axis is marked with vertical tick marks at 0, 5, 10, 20, 40, and 80. The profile starts at a height of 0 at x=0, rises to 20 at x=10, drops to 10 at x=20, rises to 40 at x=40, and remains at 40 until x=80, where it drops to 0. A scale bar is located at the bottom left, labeled "SCALE: 1\" data-bbox="111 100 886 250">=20'-0"

This detailed site plan for a dog park features two main fenced-in areas: 'BIG DOGS' on the left and 'LITTLE DOGS' on the right. The 'BIG DOGS' area includes a central building with a 'GRAVEL TYP.' surface, several water hydrants, and a '2" WATER SERVICE LINE'. The 'LITTLE DOGS' area is a larger, more open space with a central lawn and a shaded 'SEE ENLARGEMENT FOR FURNISHINGS TYP.' area. Both areas have 'EX. LAWN TO REMAIN' sections. The plan also shows 'RAILROAD TRACKS' at the top, 'BROOKER LANE' and '2ND STREET' on the bottom, and 'PRIVATE GRAVEL ACCESS DRIVE' on the right. A scale bar at the bottom right indicates distances from 0 to 80 feet.

RAILROAD TRACKS

BIG DOGS

EX. LAWN TO REMAIN

FENCE (8' HT.)

WATER HYDRANTS - SEE SPECIFICATIONS

WATER TUBS - BY OWNER

GRAVEL TYP.

2" WATER SERVICE LINE

FENCE (4' HT.)

LITTLE DOGS

EX. LAWN TO REMAIN

SEE ENLARGEMENT FOR FURNISHINGS TYP.

LAWN

ACCESS GATES

PRIVATE GRAVEL ACCESS DRIVE

FENCE (8' HT.)

END OF 8' HT. FENCE

FENCE (4' HT.)

TEL VLT UNK VLT

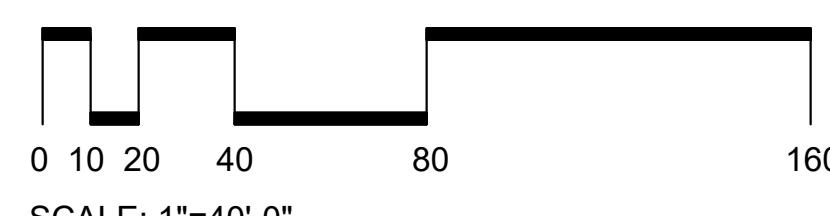
PAVILION
(SEE SPECIFICATIONS. BY OTHERS)
WITH (4) PICNIC TABLES DIVIDED WITH FENCE.

DOG PARK SITE PLAN

0 5 10 20 40 80



**DOG PARK
GRAVEL ACCESS ROAD**



SCALE: 1"=40'-0"

TERRITORIAL ROAD

NORTH

DLA INC. COPYRIGHT 2024

Veneta Dog Park & Pickleball

City of Veneta
Bid Documentation
02/23/2024

PROJECT TEAM

OWNER:

City of Veneta
Kyle Schauer
Public Works Director
City of Veneta
PO Box 458
Veneta, Oregon 97487
541-935-2191
kschauer@ci.veneta.or.us

ENGINEER:

Branch Engineering, Inc.
Lane Branch
Principal | Senior Civil Engineer
310 5th Street, Springfield, OR 97477
541-746-0637
laneb@branchengineering.com

LANDSCAPE ARCHITECT:

DLA
David Dougherty
Principal
474 Willamette St. #305, Eugene, OR 97401
541-683-5803 | 541-912-1839
David@DLAdesign.com

INDEX

LANDSCAPE ARCHITECTURAL:

- G-1 COVER SHEET
- EC-1 EXISTING CONDITIONS
- DP-1 SITE PLAN
- DP-2 GRADING PLAN
- DP-3 LAYOUT AND MATERIALS PLAN
- DP-4 PLANTING PLAN
- DP-5 IRRIGATION PLAN
- E-1 EXISTING CONDITIONS
- P-1 SITE AND MATERIALS PLAN
- P-2 LAYOUT PLAN
- P-3 GRADING PLAN
- P-4 LANDSCAPE DETAILS
- P-5 IRRIGATION PLAN

ENGINEERING:

- C-1 EROSION CONTROL AND DEMO
- C-2 UTILITY PLAN
- C-3 CIVIL DETAILS

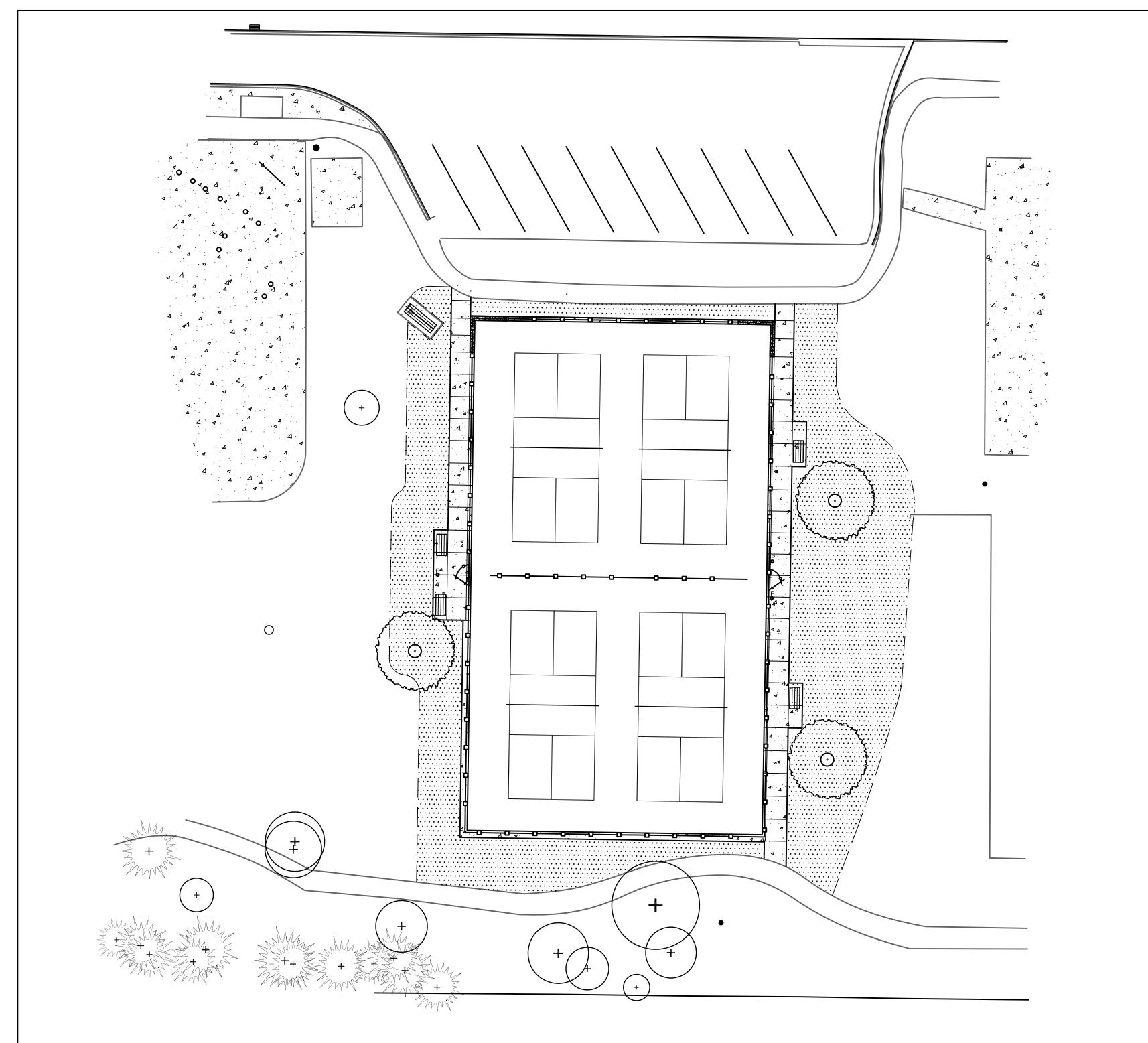
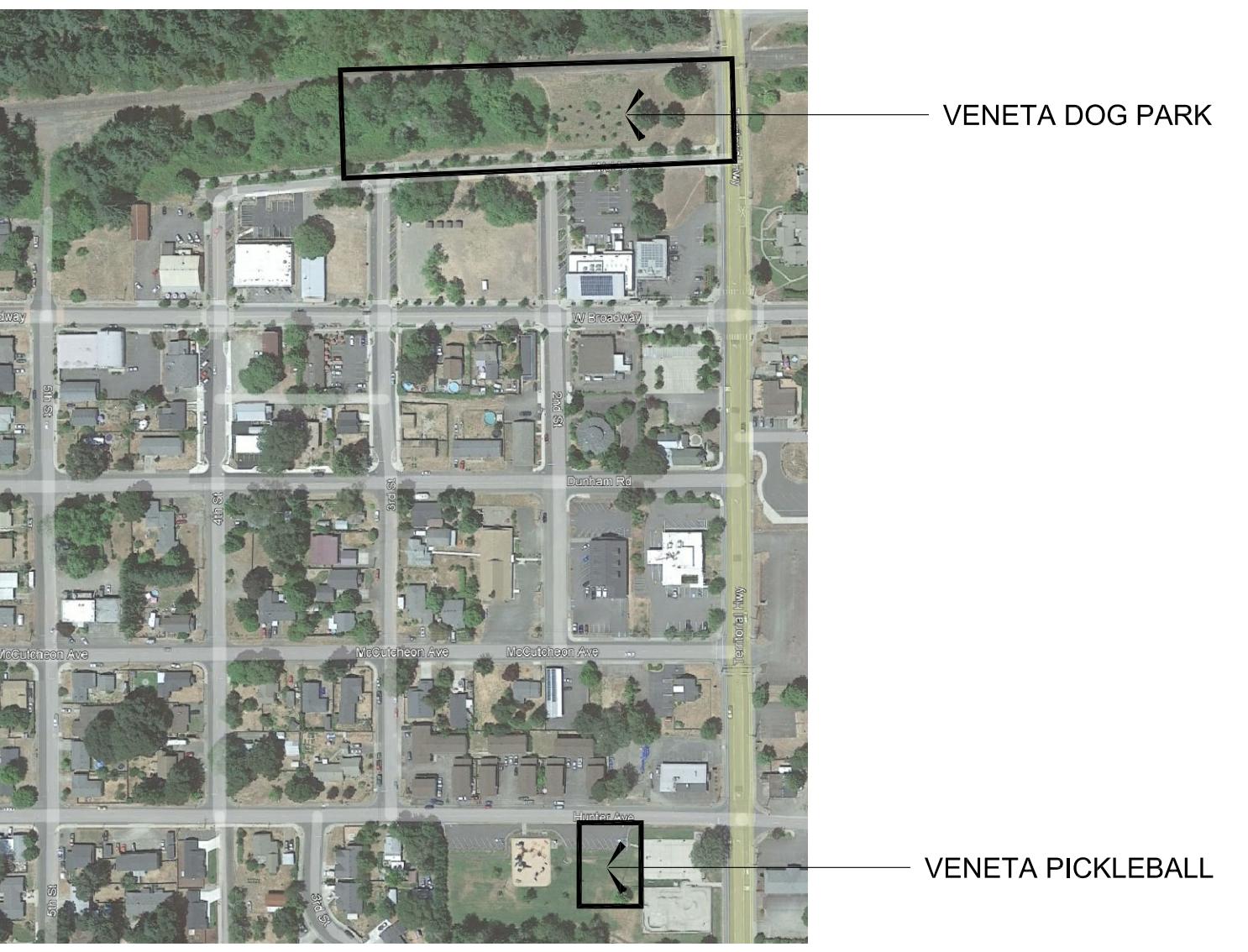
GENERAL NOTES

1. ALL WORK SHALL BE IN CONFORMANCE WITH LOCAL JURISDICTIONAL CODES AND APPLICABLE LOCAL ORDINANCES, AND THE 2022 OREGON STRUCTURAL SPECIALTY CODE (OSSC) EFFECTIVE JULY 1, 2019 BASED ON THE 2021 INTERNATIONAL BUILDING CODE (IBC) (THIS CODE IS REFERRED TO IN THESE DOCUMENTS BY THE ABBREVIATION OSSC).
2. NOTHING IN THESE PLANS, NOR THE ABSENCE OF INFORMATION SHALL BE CONSTRUED TO PERMIT WORK NOT IN COMPLIANCE WITH CODE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR ALL WORK TO MEET FULL CODE COMPLIANCE, WHETHER INDICATED HEREIN OR NOT.
3. THESE DOCUMENTS ARE NOT, AND DO NOT PURPORT TO BE PERFECT. IT IS THE OWNER'S AND CONTRACTOR'S RESPONSIBILITY -PRIOR TO THE START OF CONSTRUCTION- TO BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PERCEIVED OR ACTUAL DISCREPANCIES, CONFLICTS, OMISSIONS, ERRORS OR INCONSISTENCIES DISCOVERED IN THE DOCUMENTS. THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR THE CORRECTION OF SUCH ITEMS AND WHERE DETAILS ANNOTATE CONDITIONS, SIMILAR CONDITIONS WHERE OCCURRING IN PROJECT SHALL BE IMPLIED AS BEING THAT SAME CONSTRUCTION EVEN IF NOT ANNOTATED ON DETAIL AS TYPICAL.
4. THE DRAWINGS ILLUSTRATE LOCATIONS, ARRANGEMENTS, DIMENSIONS AND DETAILS TO DETERMINE THE GENERAL CHARACTER OF THE WORK.
5. DRAWINGS SHALL NOT BE SCALED, UNLESS AUTHORIZED BY THE LANDSCAPE ARCHITECT. REQUEST CLARIFICATION FOR ANY MISSING DIMENSIONS FROM THE LANDSCAPE ARCHITECT.
6. DRAWINGS OF A GREATER SCALE TAKE PRECEDENCE OVER DRAWINGS OF A LESSER SCALE. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER DRAWING SCALE.
7. DIMENSIONS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR, AND ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO COMMENCING THE WORK.
8. THE DRAWINGS DO NOT PURPORT TO INCLUDE COMPLETE DETAILS OF ALL PHASES, AND FACETS OF CONSTRUCTION. DETAILS NOT SPECIFICALLY SHOWN SHALL BE OF THE SAME NATURE AS OTHER, SIMILAR CONDITIONS. PARTS NOT DETAILED SHALL BE SUBJECT TO THE LANDSCAPE ARCHITECT'S APPROVAL.
9. THE LANDSCAPE ARCHITECT SHALL BE CONSULTED FOR ALL MATTERS REGARDING AESTHETICS, INCLUDING BUT NOT LIMITED TO, FINISHES, COLORS, TEXTURES, PROPORTIONS, OR ALIGNMENTS.
10. DETAILS OF CONDITIONS SHOWN WILL APPLY TO SIMILAR CONDITIONS AS TYPICAL WHERE OCCUR.
11. A CITY-APPROVED SET OF THE CONSTRUCTION DOCUMENTS MUST BE ON THE JOB SITE AT ALL TIMES, AS WELL AS A SET OF THE MOST RECENT ISSUE OF THE CONSTRUCTION DOCUMENTS AND SUPPLEMENTAL INFORMATION (SIS).

ADDITIONAL NOTES:

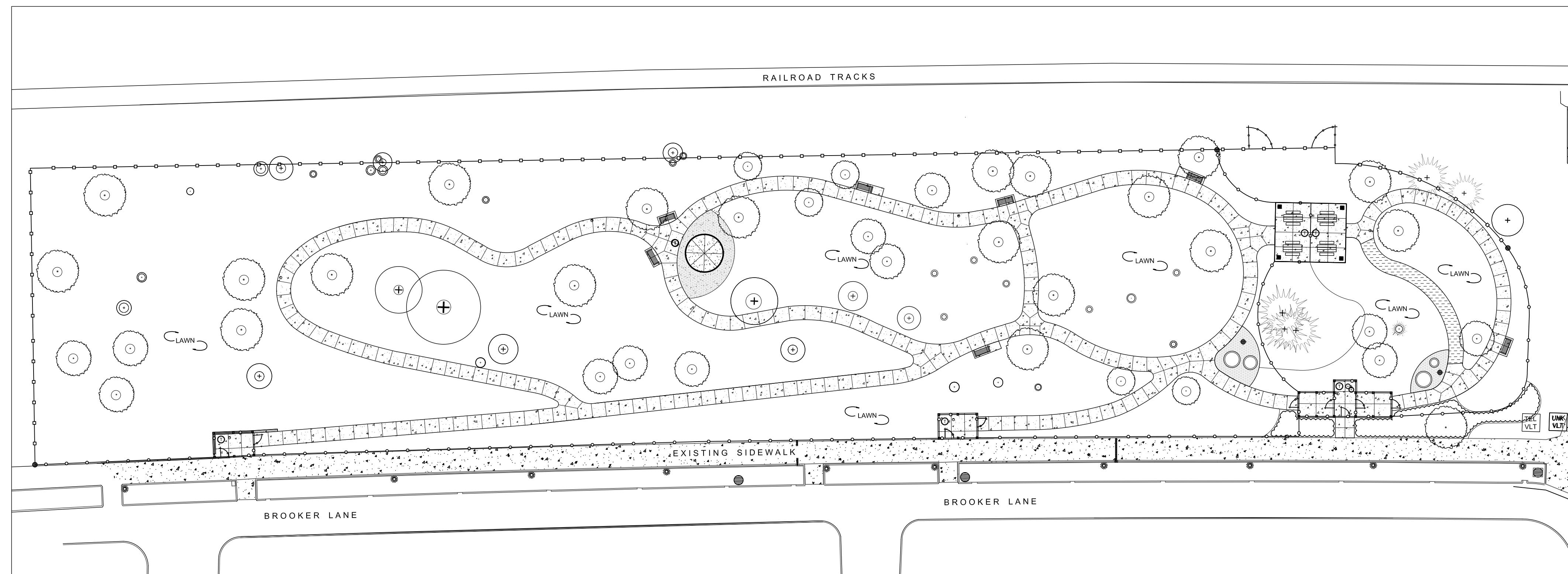
- CONTRACTOR RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND ADHERENCE TO JURISDICTIONAL CODES FOR CONSTRUCTION.
- CONTRACTOR RESPONSIBLE FOR ALL TEMPORARY SHORING, SUPPORT, STAGING AND DEMOLITION.
- ARCHITECT SHALL FIELD VERIFY ALL FLASHING AND WATERPROOFING CONDITIONS.

VICINITY MAP



VENETA PICKLEBALL COURTS

88092 Territorial Highway
Veneta, OR 97487



VENETA DOG PARK

25031 Booker Lane
Veneta, OR 97487



474 Willamette Street

Suite 305

Eugene, Oregon 97401

P 541.683.5803

F 541.683.8183

www.DLAdesign.com

PROPERTY LINE AT R.O.W.
APPROXIMATE LOCATION

REGISTRATION
• PRELIMINARY
• DRAFT
• FOR
CONSTRUCTION
ARCHITECT

Client / Consultant

CITY OF VENETA
Kyle Schuar
Public Works Director
PO Box 458
Veneta OR 97487

VENETA
Oregon

90% CHECK SET **VENETA DOG PARK**

25031 BROOKER LANE, VENETA OREGON

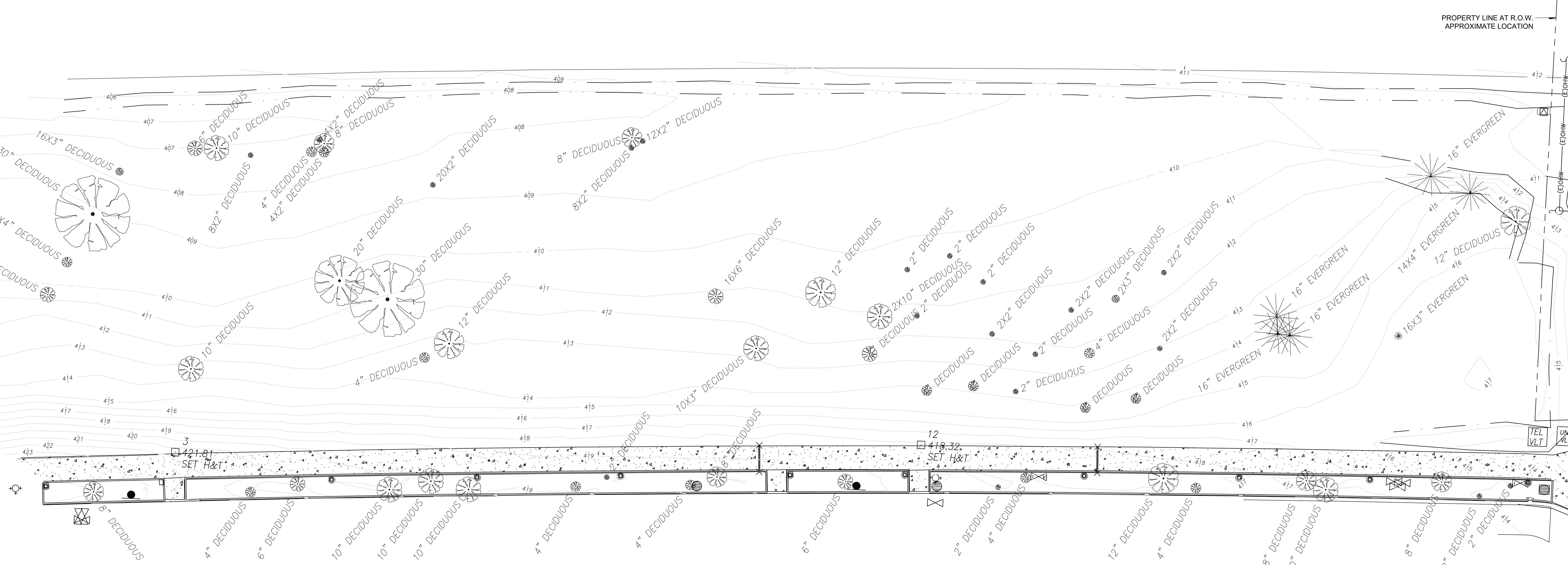
Date: 02-02-24
Drawn By: EH
Checked By: DJD
Submission: 90% Checkset

Revisions

□ □ □ □

EC-1

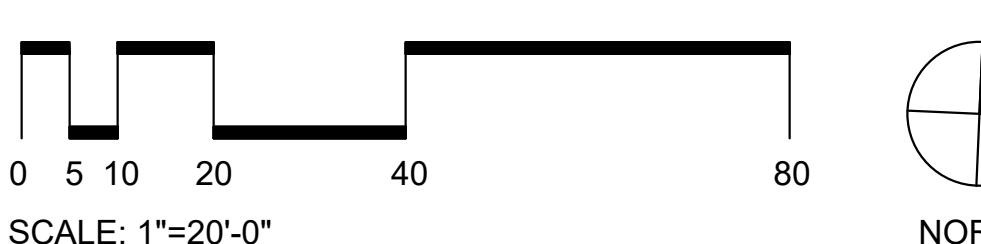
DLA INC. COPYRIGHT 2024



LEGEND

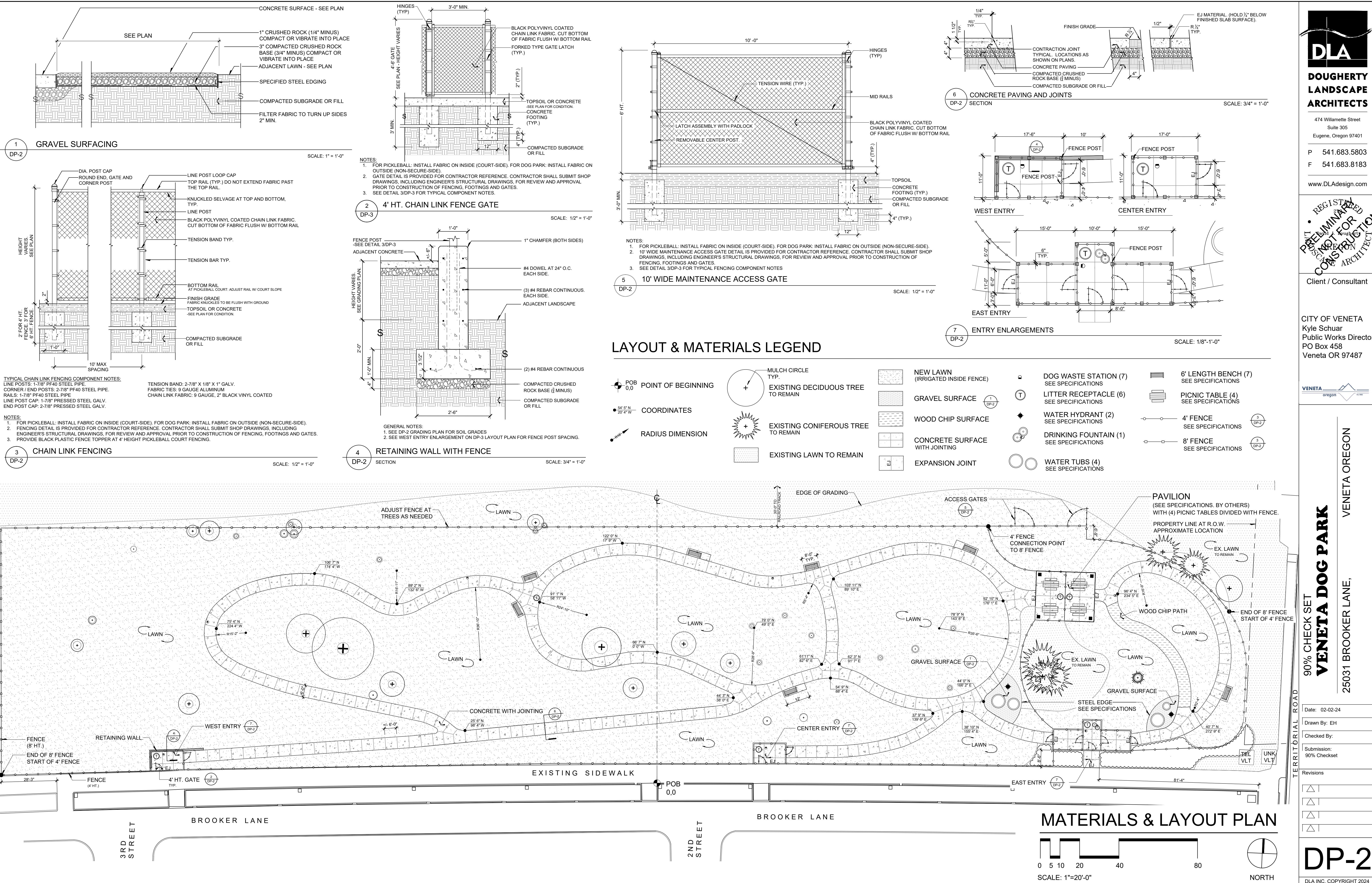
PROPERTY LINE	CATCH BASIN	UNKNOWN VULT
CURB	AREA DRAIN	TELEPHONE VULT
EDGE OF ASPHALT	LIGHT POLE	DECIDUOUS TREE
TOP OF SLOPE	TRANSFORMER	EVERGREEN TREE
TOE OF SLOPE	WATER VALVE	
CONTOUR LINE	WATER LINE	
FENCE LINE	CENTERLINE OF RAILROAD	
(E)W (E)W	POWER POLE	
(E)OHW	OVERHEAD WIRES	

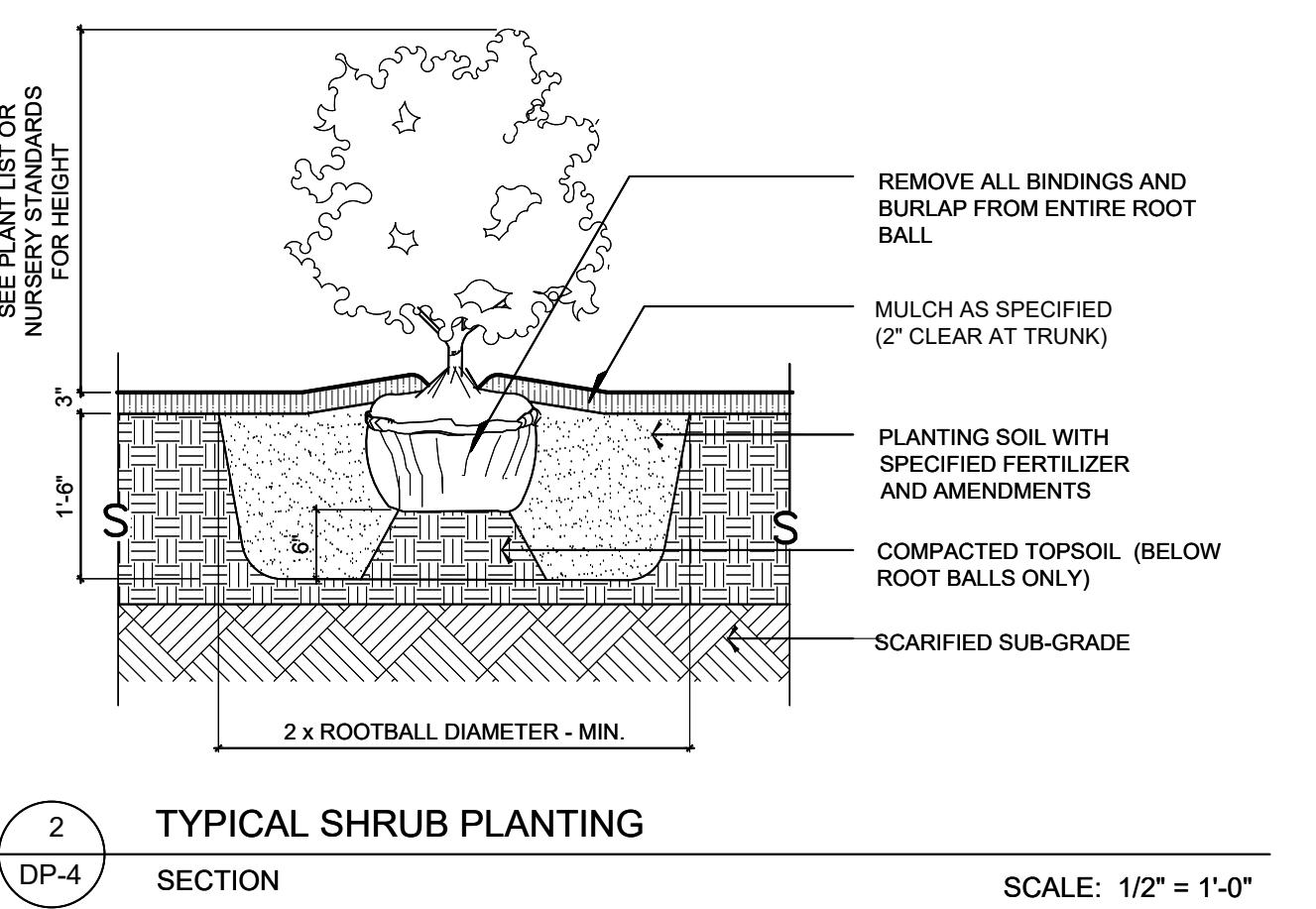
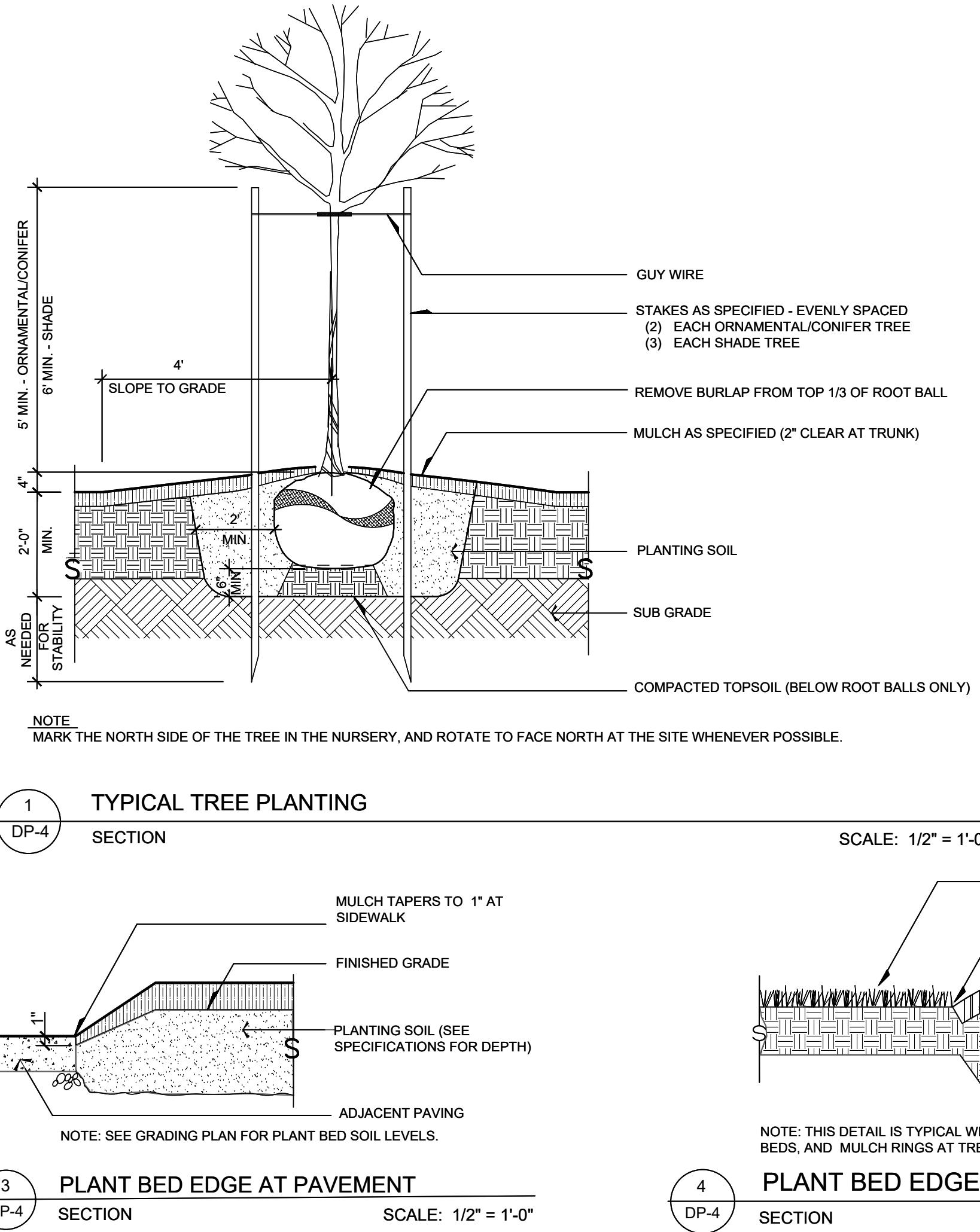
EXISTING CONDITIONS



SCALE: 1"=20'-0"

NORTH

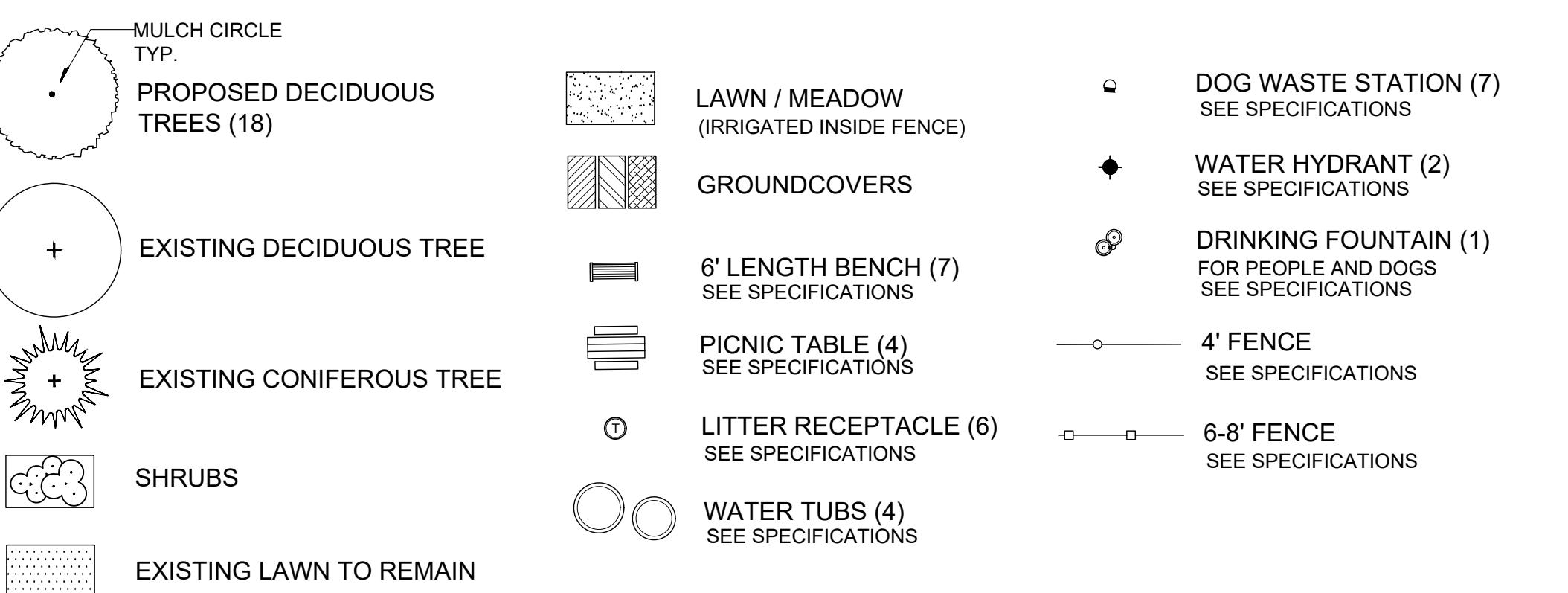




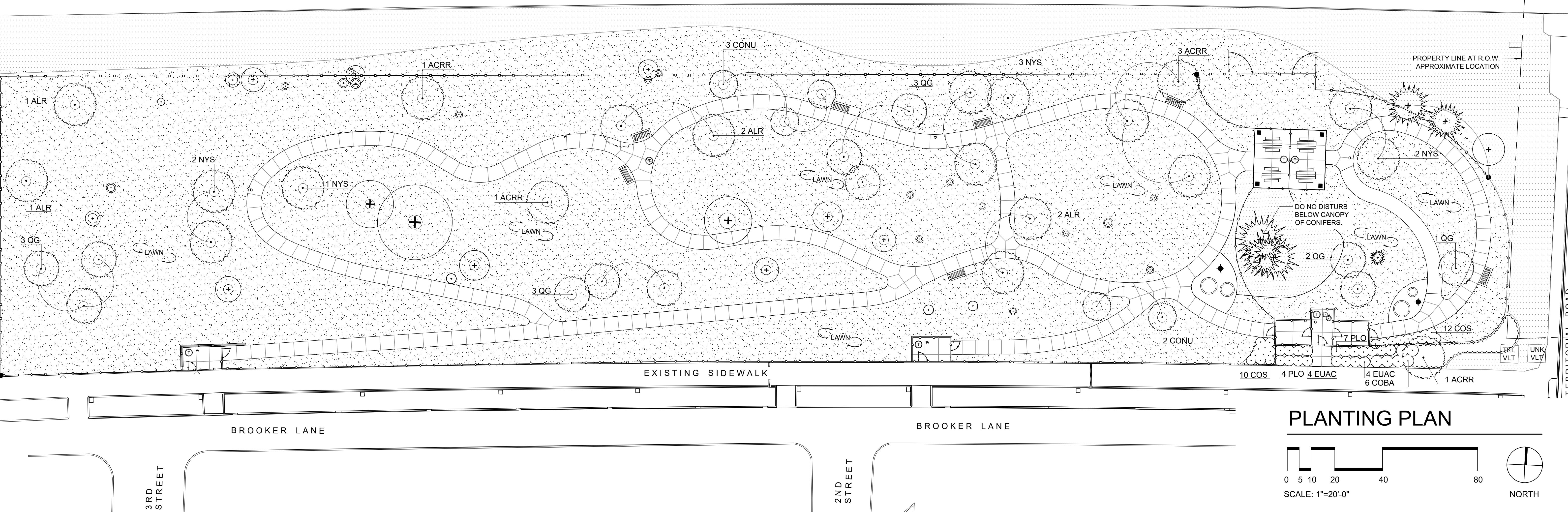
PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
TREES					
ACRR	6	Acer rubrum 'Red Sunset'	Red Sunset Maple	2" cal.	Matching, limbed up to approx. 6 ft.
ALR	6	Alnus rubra	Red Alder	2" cal.	Matching
CONU	5	Cornus nuttallii	Pacific Dogwood	1.75" cal.	Single stem, B&B, matching, full
NYS	8	Nyssa sylvatica	Black Tupelo	2" cal.	Matching, full, B&B
QG	12	Quercus garryana	Oregon White Oak	1.5" cal.	Single stem, full, well branched
SHRUBS					
COBA	6	Cornus alba 'Bailhalo'	Ivory Halo® Tatarian Dogwood	3 gal	matching, full
COS	22	Cornus sericea	Red Twig Dogwood	30" ht.	Matching, full
EUAC	8	Euonymus alatus 'Compactus'	Compact Burning Bush	5 gal	Matching, full
PLO	11	Prunus laurocerasus 'Otto Luyken'	Otto Luyken English Laurel	5 gal	Matching, full

PLANTING LEGEND



RAILROAD TRACKS



RAILROAD TRACKS

PROPERTY LINE AT R.O.W.
APPROXIMATE LOCATION

EXISTING SIDEWALK

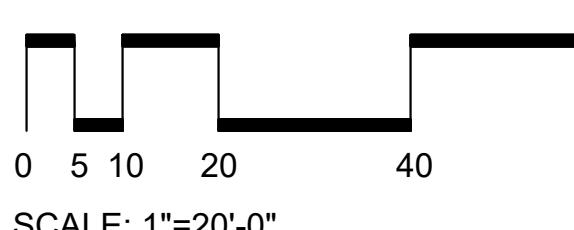
BROOKER LANE

BROOKER LANE

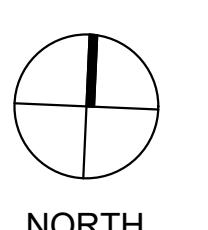
3RD STREET

2ND STREET

IRRIGATION



SCALE: 1"=20'-0"



NORTH

March 19, 2024

CONDITIONAL USE PERMIT AND SITE PLAN REVIEW APPLICATION

PROPERTY OWNER: Oregon International Port of Coos Bay
APPLICANT: City of Veneta
APPLICANT'S REPRESENTATIVE: Kyle Schauer, Public Works Director
LANDSCAPE ARCHITECT: Dougherty Landscape Architects
CIVIL ENGINEER: Branch Engineering, Inc.
ASSESSOR'S MAP: 17-05-00-00
TAX LOT: 500
ZONING: Broadway-Commercial (BC)
Greenway – Open Space Subzone (/GW)

REQUEST

The proposal is to use approximately 1.75 acres of the 1,066.94-acre property for a dog park. The applicant is requesting a Site Plan Review for a Low Impact Public Use in the Broadway-Commercial zone and a Conditional Use Permit for development within the Greenway – Open Space Subzone.

VENETA ZONING AND DEVELOPMENT CODE

ARTICLE 6 – SITE PLAN REVIEW

Section 6.03 – Required Information on Site Plan

An application for a Site Plan Review, Site Plan Review with adjustments (Type II), or Amendment, as applicable, shall include the following information based on the size, scale and complexity of the development. The Building and Planning Official, at his or her discretion, may waive certain application submittal items where such items are not relevant to the review or the information is already available.

- 1) *Site Plan. All maps must be drawn to scale and indicate clearly and with full dimensions, the following information:*

- A. Vicinity Map. A scaled vicinity map clearly showing the relationship of the proposed site to surrounding developments, tax lots, streets, storm drainage(s), sewer, water and other required public facilities.

RESPONSE: See Sheet G-1.

- B. Development Plans. A development plan shall include the following items in accordance with Article 5:

1. *Building and Land Use Plans.*
 - a. *Location of all proposed buildings and existing buildings which will remain on the site.*
 - b. *Floor elevations.*
 - c. *Preliminary architectural plans showing one or all of the following for new buildings and major remodels in conformance with Section 5.13 or 5.29 of this ordinance:*
 - i. *Building elevations with building height and widths dimensioned, and materials labeled;*
 - ii. *Building materials, colors and type; a materials sample board may be required;*
 - iii. *The name of the architect or designer.*
 - d. *Existing land uses adjacent to the property.*
 - e. *The phases, if any, of development construction. Such phases shall be clearly marked on the plan.*

RESPONSE: See Sheets DP-1 and DP-2.

2. *Parking and Traffic Flow Plans.*
 - a. *Location, arrangement, number and dimensions of automobile garages and parking spaces, width of aisles, bays and angle of parking.*
 - b. *Location, arrangement and dimensions of truck loading and unloading spaces, if any.*
 - c. *Location of bikeways, pedestrian walkways, malls and trails.*
 - d. *Traffic flow pattern showing the circulation of vehicles within and adjacent to the site, including fire equipment access and turnarounds.*
 - e. *Stacking and queuing areas that involve queuing of vehicles, loading and unloading of goods, materials, or people shall provide an area for vehicle stacking in accordance with Section 5.20(15) of this ordinance.*
 - f. *Location of all existing and proposed streets, public ways, railroad and utility rights-of-way within and immediately adjacent to the development.*
 - g. *A Traffic Impact Analysis if required under Section 5.27 of this ordinance.*

RESPONSE: See Sheets DP-1 and DP-2.

3. *Landscaping and Site Improvements.*
 - a. *Location and type of all landscaping proposed for the development, including irrigation systems in conformance with Section 5.12 of this ordinance.*
 - b. *Location, height and materials of all walls, fences and screen plantings. Elevation drawings of typical walls and fences shall be included.*
 - c. *Location, size, height and means of illumination of all proposed signs and lighting.*
 - d. *Open space to be maintained and controlled by the owners of the property but not included in the development.*
 - e. *Areas proposed to be dedicated or reserved for public parks, playgrounds, school sites, public buildings and others to be reserved or dedicated to the public.*

RESPONSE: See Sheet DP-4.

4. *Utility Plans.*
 - a. *Existing and proposed contour map of the site.*
 - b. *Location, flow elevations and capacities of all existing and proposed storm drainage facilities designed and constructed in accordance with Section 5.16 of this ordinance.*
 - c. *Location of all existing and proposed water mains.*
 - d. *Location, flow elevations and certified capacities of all existing and proposed sewer lines.*
 - e. *Location of all other underground facilities, including phone, electricity, and cable television.*

RESPONSE: See Sheet DP-5.

5. *Emissions or Potential Hazards. Specifications of the extent of emissions and potential hazard or nuisance characteristics caused by the proposed use including approvals of all regulatory agencies having jurisdiction.*
The applicant shall accurately specify the extent of emissions and nuisance characteristics relative to the proposed use including, but not limited to surface or groundwater pollution, noise, vibration, smoke, odor, fumes, dust, heat, glare or electromagnetic interference. Misrepresentations or omissions of required data shall be grounds for termination of a Certificate of Occupancy.
All uses shall meet all applicable standards and regulations of the Oregon State Board of Health, the Oregon Department of Environmental Quality and any other public agency having appropriate regulatory jurisdiction. Prior to construction,



evidence shall be submitted to the City indicating that the proposed activity has been approved by all appropriate regulatory agencies.

Any such other data as may be necessary to permit the Planning Commission to make the required findings.

RESPONSE: The primary potential nuisance characteristic of the proposed use would be the noise generated from the park. This is discussed further

6. *Tree Removal Plans. If development of the proposed plan will require removal of trees as defined by Veneta Municipal Code 8.10, detailed tree removal plans are required. Plans shall be in conformance with VMC 8.10.*

RESPONSE: This project is exempt from the Tree Removal Permit requirements of the Veneta Municipal Code Chapter 8.10. See VMC Section 8.10.040(4).

- 2) *Additional Information. Prior to the end of the completeness review period, the Building and Planning Official may require an applicant to submit studies, reports or exhibits prepared by qualified professionals to show compliance with applicable criteria addressing specific site features or impacts including but not limited to:*
 - A. *Stormwater*
 - B. *Steep Slopes*
 - C. *Wetlands*
 - D. *Flood Plains*

RESPONSE: There are no steep slopes, wetlands, or flood plains present on the site.

- 3) *Deed Restrictions and easements. The applicant shall submit copies of all existing and proposed restrictions or covenants and any proposed easements.*

RESPONSE: Not applicable.

- 4) *Building Orientation and Design. All new or remodeled commercial, mixed-use or residential buildings that require a site plan review or site plan amendment shall comply with the commercial or residential design standards in Article 5 of this ordinance.*

RESPONSE: Not applicable.

- 5) *Program Elements.*
 - A. *Narrative statement documenting how each required criteria in this ordinance have been met, Veneta Zoning and Development Code Page 108 including those criteria that are required in accordance with Section 6.03(1) above.*

- 
- B. *A completed environmental assessment may be required by the Planning Commission or Building and Planning Official if it finds that a potential hazard, nuisance or emissions exists, existed or will be created by the development and has not been adequately addressed in the development plans and program.*
 - C. *A timetable indicating when utility and drainage facilities intended to serve the development are to be installed. If the development is to be constructed in stages, the timetable shall reflect this.*
 - D. *If the site plan calls for tree removal which would require a tree removal permit pursuant to Veneta Municipal Code Chapter 8.10.030, a tree removal permit, together with the required filing fee, must be submitted.*

RESPONSE: Narrative statement provided. This project is exempt from the Tree Removal Permit requirements of the Veneta Municipal Code Chapter 8.10. See VMC Section 8.10.040(4).

Section 6.05 – Approval Criteria

- 1) *After an examination of the site and prior to approval of plans, the Planning Commission or Building and Planning Official must make the following findings:*
 - A. *That all provisions of city ordinances are complied with.*

RESPONSE: The proposed use complies with all city ordinances.

- B. *That traffic congestion is avoided; pedestrian, bicycle and vehicular safety are protected; and future street right-of-way is protected.*

RESPONSE: The parking provided exceeds the parking required for the proposed use. There are pedestrian and bicycle facilities on-site in the form of asphalt paths running along the north and south perimeters of the site. The north asphalt path connects to the existing sidewalk along Hunter Avenue to the west and Territorial Road to the east. On Hunter Road, 30-foot setbacks are required to protect future street right-of-way. The proposed use will be set back further than 30 feet.

- C. *That proposed signs or lighting will not, by size, location or color, interfere with traffic or limit visibility.*

RESPONSE: No signs or lighting are proposed.

- D. *That adequate water, sewer, and other required facilities, for the proposed use are available.*

RESPONSE: No sewer connection is proposed or required for the request. The park will require a connection to City water for irrigation. Adequate water service is available to the site.

- 
- E. *That drainageways are protected, existing drainage patterns are maintained and drainage facilities are provided in accordance with Section 5.16 of this ordinance.*

RESPONSE: The existing drainage pattern of the site will be maintained. Currently, stormwater flows north to the railroad tracks and this is not proposed to be altered.

- F. *That the extent of emissions and potential nuisance characteristics are reasonably compatible with the land use district, adjacent land uses and the standards of all applicable regulatory agencies having jurisdiction.*

RESPONSE: The primary potential nuisance characteristic of the proposed use would be the noise generated from the park. To the north is the railroad line. To the south is a vacant lot, the City-owned Fern Ridge Service Center, and a convenience store. All surrounding lots are zoned Broadway Commercial. This noise would be compatible with the surrounding land uses.

- G. *Where the applicant has requested an adjustment to Site Plan Review criteria (Type II Site Plan Review) pursuant to the Veneta Zoning and Development Code, the applicant shall identify all applicable criteria in this ordinance and specifically address each adjustment.*

RESPONSE: No adjustments requested.

- 2) *Alternatives to the Commercial and Mixed Use Design Standards of Section 5.13, or Residential Design Standards of Section 5.29 or Off Street Parking Location Standards Section 5.20(3)(c) may be granted by the Planning Commission following a public hearing where the Commission finds that the alternative design:*
 - A. *Meets the purpose and intent of the applicable design standard being adjusted.*
 - B. *Conforms with the design guidelines provided in Section 5.13 or 5.29 as applicable.*
 - C. *Promotes pedestrian safety, convenience and comfort.*
 - D. *Contains architectural features substituting for code required features which are consistent with the overall design intent and composition of the building.*
 - E. *Maintains or enhances compatibility between new development and existing uses, including aesthetics and privacy for residential uses.*

RESPONSE: Not applicable.

ARTICLE 8 – CONDITIONAL USE PERMITS

Section 8.10 – General Standards of Approval

A conditional use may be granted only if:

1) The proposed use is consistent with the Veneta Comprehensive Plan.

RESPONSE: The Veneta Comprehensive Plan, Element H – Parks and Open Space, contains five goals. They are:

- Goal 1. Improve Community Safety, Access, and Stewardship
- Goal 2. Strategic Greenway Acquisition and Development.
- Goal 3. Expand Distribution and Connectivity
- Goal 4. Secure Funding and Partnerships
- Goal 5. Expand Park Development

The proposed use utilizes a variety of features (chain link fence, secure entrances and exits) to ensure that the dog park is safe for both people and their pets, and will result in a new recreational facility for all residents of Veneta to use. This is consistent with Goal 1. The proposed use will develop a portion of the Greenway – Open Space Subzone (GW) for the use of a dog park. This is consistent with Goal 2. The proposed use is located along an existing multi-use path and is located in close proximity to Ralph Johnson Park, improving connections to and between park facilities. This is consistent with Goal 3. The proposed use is the result of a partnership with the Oregon International Port of Coos Bay, which is consistent with Goal 4. The proposed use will develop a new park to meet a community need that is currently not served by any other park, which is consistent with Goal 5.

The subject site is located within the ‘Commercial’ (C) Comprehensive Plan Designation. While the proposed use is not a commercial use, it will bring visitors and activity to the West Broadway Main Street area, potentially increasing economic activity in the area as it sees more use and traffic. This is consistent with the Commercial Comprehensive Plan Designation.

2) The proposed use is consistent with the purpose of the zoning district.

RESPONSE: The purpose of the Broadway Commercial (BC) zoning district is to “create a pedestrian-friendly environment within the downtown area with a mixture of land uses that provides direct, safe, and convenient access from residential areas to commercial services, public spaces, and transit connections while maintaining access for automobiles and bikes.” There are currently no other parks or recreation facilities immediately within the BC zone, so the proposed use of a dog park will contribute to the creation of a mix of uses in the zone. The subject site contains a multi-use path along its frontage that provides pedestrian and bicycle access to the rest of the Broadway Commercial zone. For all of these reasons, the proposed use is consistent with the purpose of the zoning district.

3) The potential negative impacts of the proposed use on adjacent properties and on the public will be mitigated through the application of existing requirements and conditions of approval.

RESPONSE: Potential negative impacts to the Greenway are usually impacts to the ecological and environmental health of the area protected by the Greenway. In this specific situation, the Greenway over the subject site is not associated with a wetland, and is instead present to provide a buffer from Highway 126 and the railroad to the rest of the City, and for an eventual multi-use pedestrian and bicycle path. A multi-use path is already present along the frontage of the subject site, and the buffer of trees will still remain. Thus, there are no potential negative impacts of the proposed use to the environmental and ecological health of the site and of the area.

- 4) *All required public facilities have adequate capacity to serve the proposal. Systems Development Charges will be assessed at the time a building permit is issued. Additional SDC's will be assessed for changes in use that are more intense than a pre-existing use.*

RESPONSE: The dog park will connect to City water in order to irrigate the park. All public facilities have adequate capacity to serve this development.

- 5) *The site size, dimensions, location, topography, and access are adequate considering such items as the bulk, coverage or density of the proposed development; the generation of traffic; environmental quality impacts; and health, safety or general welfare concerns*

RESPONSE: There is an abundance of on-street parking in the area surrounding the site. There is also a City-owned parking directly across the street from the site. The dog park is proposed to be located in a part of town that has pedestrian connections to downtown and the surrounding City blocks. Thus, traffic generation is not expected to be a problem. See response to criteria 3 for discussion of environmental quality impacts. No health, safety, or general welfare concerns are expected to arise as part of this development.

Section 8.11 – Special Standards Governing Certain Conditional Uses
Subsection 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.*

RESPONSE: The subject Greenway is not associated with a wetland. No known fish and wildlife habitats or wildlife movement corridors are known. The area is currently a railroad right-of-way.

B. Scenic qualities and viewpoints will be preserved.

RESPONSE: There are no scenic qualities or viewpoints at or around the subject site, and the development will not interfere with the preservation of any scenic qualities or viewpoints.

C. Natural drainageways are protected and the stormwater plans comply with an approved stormwater drainage management plan. Erosion will be prevented or controlled.

RESPONSE: The existing drainage of the site flows north to the railroad line. The proposed use will not change the drainage pattern. Erosion will be controlled during construction of the park.

D. Significant trees and other site vegetation will be preserved.

RESPONSE: The Greenway on site is not associated with a wetland and there is no known vegetation of ecological importance. The pre-development site vegetation consists of non-native grass and weeds. There are no significant trees on the site.

E. Stream corridors and wetland will be protected and provided with buffers.

RESPONSE: The Greenway that the subject site is under is not associated with any stream corridors or wetlands.

F. The practical needs of construction activity are provided for in terms of ingress and egress.

RESPONSE: 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.

RESPONSE: The site is currently a railroad right-of-way. The Greenway associated with the site is intended to provide a buffer between Highway 126 and the railroad and properties to the south. It is also intended to provide a site for a multi-use pedestrian and bicycle path. The buffer will remain and the multi-use path is already present along the frontage of the site. While this is not a business venture, and the proposed use is not an economic use, if the City does not receive approval for the Conditional Use Permit, there will be no other possible use of the subject site for the City.

Construction Cost Estimate for Veneta Dog Park 3-25-24

Construction Cost Estimate for Veneta Dog Park 3-25-24						
	Qty	Unit	Unit Cost	Cost	Notes	
Direct Construction Costs						
Site Preparation and Earthwork						
Grading	1	LS	20,000.00	20,000		
Tree Removal	11	EA	500.00	5,500		
Demolition and Removals 4"	909	CY	100.00	90,900		
Subtotal: Site Prep and Earthwork				116,400		
Paving and Paths						
Paving (Concrete)	2,068	SF	8.00	16,544		
6' Pedestrian Path (Concrete)	9,035	SF	8.00	72,280		
Gravel Surfacing	7,785	SF	2.50	19,463	Includes gravel surface at access road only along 6' fence.	
Subtotal: Paving and Paths				108,287		
Site Features and Furnishings						
Pet Waste Station	7	EA	300.00	2,100		
Litter Receptacles	6	EA	1,500.00	9,000		
Park Benches	6	EA	2,000.00	12,000		
Picnic Tables	4	EA	3,200.00	12,800		
Drinking Fountain and Water Connection	1	EA	7,500.00	7,500		
Fencing 4' ht (Chain link with black vinyl)	993	LF	40.00	39,720		
Fencing 6' ht (Chain link with black vinyl)	763	LF	55.00	41,938		
4' ht. Gates	10	EA	600.00	6,000		
Rolling Gates	1	EA	4,000.00	4,000		
Water Hydrants and Water Connection	2	EA	2500	5000		
Subtotal: Site Features & Furnishings				140,058		
Landscaping						
Import topsoil (24") at Plant beds	74	CY	45.00	3,330		
Import topsoil (8") & Seeding at Lawn Areas	1,467	CY	45.00	66,015		
Irrigated Plant Beds	2,278	SF	4.00	9,112		
Irrigated Lawn	59,410	SF	1.50	89,115		
Trees	35	EA	450.00	15,750		
Subtotal: Landscaping				183,322		
Structures						
New Shelter/Pavilion	1	Allow	40,000.00	40,000		
Subtotal: Structures				40,000		
Subtotal: Direct Constr. Cost (DCC)				588,066		
Indirect Construction Costs and Contingencies				117,613	Mobilization, Overhead, Contractor Profit, etc.	
Direct Development Costs	20% DCC			117,613	Design, Permits, Testing, etc.	
TOTAL PROJECTED EXPENSES				823,292		

Daniel Findlay

From: Dan H <danh@branchengineering.com>
Sent: Thursday, March 28, 2024 10:48 AM
To: Daniel Findlay
Cc: Lane Branch; Julie Leland
Subject: RE: Veneta Referral Request - City File No. CUP-24-1 & SR-24-2

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.

Daniel,

I looked at the ITE rate for trip generation based on a Public Park. Unfortunately, there isn't a specific rate available for Dog Park in the current Edition of the ITE Trip Generation. The ITE category of land use for a Public Park (ITE Code 411) is the most closely associated land use to that would be applicable for a dog park. The tabulated rates are based on sites that are generally in the neighborhood of 400 acres, or more, and there are a limited number of studies (trip data points) available for the type of land use. Based on the ITE rates for a Public Park, the proposed dog park's trip generation is as follows:

Trip Generation from ITE Average Rate for Public Park				
Time Period	Rate	Average Acres	Site Acres	Site Trips
AM	0.02	398	1.75	0
PM	0.11	516	1.75	0
ADT	0.78	612	1.75	1

The above table is based on the average rates available in the ITE Trip Generation Manual, where most of the sites with data points are significantly larger (average site acres column). From the available ITE data for the Public Park Land Use, one site with data for each time period had 4 acres, which would be expected to be more representative of the site's actual trip generation. I extrapolated the data from the data set for the site with 4 acres for each time period and ran the numbers to get what I feel is a more likely estimate of the site's actual trip generation rate and peak hour trips. The calculated rate and trip generation are as follows:

Trip Generation from ITE Public Park based on Data Point for 4 Acre Site					
Time Period	Trips from ITE Data Point	ITE Sample Site Acres	Calculated Rate (T/AC)	Site Acres	Site Trips
ADT	136	4	34	1.75	60
AM	18	4	4.5	1.75	8
PM	14	4	3.5	1.75	6

With the estimated AM peak hour trip generation of 6 vehicle trips and the estimated PM peak hour trip generation of 8 vehicle trips, section 5.27(1) (a) of the code should be satisfied that a TIA is not required.

Let me know if there are any questions regarding this.