

Exhibit A

**VENETA CITY COUNCIL
FINAL ORDER
FINDINGS OF FACT AND CONCLUSIONS OF LAW**

**REGARDING ADOPTION OF AMENDMENTS TO
THE VENETA COMPREHENSIVE PLAN**

**City File No. A-25-2
Carpani Transportation System Plan Amendment**

A. The City of Veneta City Council finds the following:

1. On February 13, 2025, the City received a land use application for an Amendment to the Veneta Comprehensive Plan text (City File No. A-25-2).
2. The City provided public notice to the Department of Land Conservation and Development (DCLD) on February 25, 2025 at least 35 days prior to the first public hearing, and provided notice in the Register Guard on May 16, 2025 at least 10 days prior to the first public hearing, per Veneta Zoning and Development Code Section 11.09(3)(A).
3. The proposal only affects the subject property and will not change any zoning, allowed uses, or other development standards on other lots within the City. For this reason, pursuant to ORS 227.186 "Measure 56 Notice" was not required.
4. The Veneta Planning Commission held a public hearing on June 3, 2025 on the proposed amendments after providing the required notice per Section 11.09(3) of the Veneta Zoning and Development Code.
5. The Veneta City Council held a public hearing on July 14, 2025 on the proposed amendments after providing the required notice per Section 11.09(3) of the Veneta Zoning and Development Code.
6. The City Council based its decision on the proposed amendments on the applicable Statewide Planning Goals, the Veneta Comprehensive Plan Ordinance No. 523, and the Veneta Zoning and Development Code.

B. REVIEW PROCEDURE

VZDC Section 11.20(5) states that applications to amend the Veneta Comprehensive Plan shall be processed using the Type V procedure set forth in VZDC Section 11.09. A Type V review requires that the request be heard before the Planning Commission at a public hearing. The

Planning Commission makes a recommendation on the application to the City Council, who will hold a second public hearing and act as the decision-making body for the proposal.

A Type V land use request is subject to the approval criteria of Section 11.20 – Amendments to the Comprehensive Plan and Implementing Ordinances. In addition, an amendment to a government's Comprehensive Plan shall be consistent with the Oregon Statewide Planning Goals, Oregon Revises Statutes (ORS), and Oregon Administrative Rules (OAR). Thus, the criteria that will be presented and reviewed in this final order will be based on the Comprehensive Plan and the applicable Oregon Statewide Planning Goals.

C. FINDINGS OF FACT

Standards are listed in *italics*, followed by findings in plain text.

VENETA ZONING AND DEVELOPMENT CODE

SECTION 11.20 AMENDMENTS TO THE COMPREHENSIVE PLAN AND IMPLEMENTING ORDINANCES

- 2) *Authorization to Initiate Amendments. An amendment to the Comprehensive Plan text or map, this Ordinance, or amendments to the zoning map that do not fall under the Type IV procedure may only be initiated by the City Council, the Planning Commission or by application of the property owner by filing an application with the City Administrator using forms prescribed pursuant to this Ordinance.*

Finding: Figure 18 of the Veneta Transportation System Plan (TSP) identifies Aspen Ridge Drive as extending through Assessor's Map and Tax Lot No. 17-06-36-34-00800. The property owner of this property has filed an application to amend the TSP to not identify Aspen Ridge Drive as extending through this property. This standard is met.

VENETA COMPREHENSIVE PLAN ORDINANCE NO. 523

CHAPTER III. PLAN ELEMENTS AND POLICIES

A. GROWTH MANAGEMENT ELEMENT.

GOAL: *Provide sufficient buildable lands and open space areas to allow Veneta to develop as the retail and service center for the Fern Ridge area and to develop a commercial and light industrial employment base.*

Finding: The proposed amendments concern one local street and are not expected to have an impact on the provision of sufficient buildable lands within the City.

B. COMMUNITY, BUILDING, AND SITE DESIGN ELEMENT

GOAL: *Create a city with efficient and ecologically sensitive infrastructure; an environment that aesthetically stimulates us; and buildings, sidewalks, trails, and other public facilities that are accessible to everyone.*

Staff Finding: The proposed amendment would modify Figure 18 of the Transportation System Plan to not identify Aspen Ridge Drive as continuing west. This would mean that potential access to undeveloped land to the west is reduced from three streets to two, as Nottingham Street and Parkside Drive are also identified as continuing west. The Transportation System Plan states that local street connectivity “can reduce a city’s overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times.” Not extending Aspen Ridge Drive would mean that all traffic from development to the west, instead of being distributed among three local streets, would be distributed among two local streets. Depending on the layout of future development, this could increase vehicle-miles traveled and reduce the overall efficiency of the transportation network, as what would have been a more efficient route through Aspen Ridge Drive is precluded. An increase of vehicle-miles traveled also means an increase in vehicle emissions, which runs counter to the City’s stated goal to create a city with ecologically sensitive infrastructure. For these reasons, the proposed amendment is not consistent with this element.

C. RESIDENTIAL LAND AND HOUSING ELEMENT

GOALS:

- 1. Provide an adequate supply of residential land and encourage land use regulations that allow a variety of housing types that will be able to meet the housing needs of a range of age groups, income levels, and family types.*
- 2. Encourage efficient land development patterns that minimize service and infrastructure costs.*
- 3. Encourage land use patterns that provide livable neighborhoods; allow mixed uses and allow a variety of housing types.*
- 4. Encourage land use patterns that protect and enhance Veneta’s natural resources.*
- 5. Facilitate new housing starts to ensure there is adequate opportunity and choice to acquire safe, sanitary, and affordable housing.*

Finding: This element is not applicable because the proposed amendments to the Transportation System Plan are not expected to have a significant impact on the provision of adequate residential land and residential land use patterns.

D. ECONOMIC DEVELOPMENT ELEMENT

GOALS:

Pursue the economic interest of the City of Veneta by constructing and implementing policies and programs, including but not limited to the following functions:

1. *Guide the responsible expansion and growth of business and industry in Veneta and the Fern Ridge area.*
2. *Develop a working relationship with economic development-related public and private agencies, community groups, and business organizations.*
3. *Engage in dialogue with interested parties about the development of Veneta's industrially and commercially zoned properties, and other development and interests related to Comprehensive Plan Goals.*
4. *Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses.*
5. *Limit uses on or near sites zoned for specific industrial and commercial uses to those which are compatible with proposed uses.*

Finding: The applicant's proposed amendments are not expected to have an impact on the economic development of the City because the applicant's property is zoned Low-Density Residential, and the property that would be served by an extension of Aspen Ridge Drive is also zoned Low-Density Residential. No commercial lands would be impacted by this amendment.

E. UTILITIES

GOALS: *Upgrade and develop adequate water, sewer, storm drainage and other appropriate utilities to serve the planning population (Other utilities could potentially include telecommunications, electric, cable, solid waste, etc.).*

Finding: This element is not applicable because the proposed amendment, whether adopted or not, is not expected to have a significant impact on the provision of utilities to serve City residents.

F. COMMUNITY FACILITIES AND SERVICES

GOALS: *Upgrade and develop adequate community facilities and services to serve the planning population.*

Finding: This plan element is not applicable because the proposed amendments to the Comp Plan and Zoning Map will not impact the City's Community facilities and services.

G. TRANSPORTATION

MISSION:

Veneta will support its residents' pursuit of healthy and prosperous lives through developing a transportation system that meets the needs of the present and anticipates the future.

GOALS:

Safety: Improve the safety of all users of the system for all modes of travel.

Findings: Extending Aspen Ridge Drive westwards would involve crossing properties with steep slopes. The applicant contends that a “through street in this location could become very dangerous,” due to the slope and the existing bend in the road. Aspen Ridge Drive was designed and constructed as part of the Aspen Heights Subdivision (City File No. S-4-05 & V-8-05). The staff report for this tentative subdivision approval states that the original street grades were far in excess of 15%, which is the maximum allowable street grade per VZDC 13.10(1)(M). The applicant reconfigured the street layout to bring the street grades to 15% or below. The design for Aspen Ridge Drive previously did not have a curve in the road, but this curve was necessary to reduce the street grade below 15%. In areas with steep slopes, curves in the road can be common because it can be easier to maintain a reasonable grade by following the site’s contours. This can also actually work as a form of traffic calming, as drivers must slow down in order to navigate these curves. In addition to street grades, VZDC Section 13.10(1)(M) regulates street curves as well. Per this section, the maximum center line radii of curves is 100 feet on local streets. These street design standards ensure that curves are not unusually dangerous or difficult to navigate. Aspen Ridge Drive was designed and constructed in accordance with City standards and regulations, which are intended to result in streets that can safely be navigated. Any future street extension would also be designed in accordance with these standards.

if the street was allowed to end in a cul-de-sac, this means that if this property and the property to the west develop, traffic on Aspen Ridge Drive *only* is reduced, not traffic in general. Instead of having three connections to development to the west via Aspen Ridge Drive, Nottingham Street, and Parkside Drive, you would only have two connections. This means that all traffic, instead of being distributed among three possible routes, is now only distributed among two routes. Depending on the layout of the development, this could actually increase the amount of distance that vehicles must travel to access collector streets like 8th Street and Bolton Hill Road. This would also comparatively increase the number of vehicles that travel through Nottingham Street and Parkside Drive, which does not support the applicant’s argument that continuing Aspen Ridge Drive is a safety concern. If more vehicle traffic is a danger on Aspen Ridge Drive, as the applicant contends, it would also be a danger on any other road that continues through property with steep slopes.

For these reasons, the proposed amendment would not further the goal of improving the safety of all users of the system for all modes of travel.

Mobility and Accessibility: Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.

Findings: The proposed amendment would modify Figure 18 of the Transportation System Plan to not identify Aspen Ridge Drive as continuing west. This would mean that potential access to undeveloped land to the west is reduced from three streets to two, as Nottingham Street and Parkside Drive are also identified as continuing west. The Transportation System Plan states that local street connectivity “can reduce a city’s overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times.” Not extending Aspen Ridge Drive would mean that all traffic from development to the west, instead of being distributed among three local streets, would be distributed among two local streets. Depending on the layout of future development, this could increase vehicle-miles traveled and reduce the overall efficiency of the transportation network, as what would have been a more efficient route through Aspen Ridge Drive is precluded. For these reasons, the proposed amendment is not consistent with this goal.

Active Transportation: Complete safe networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Findings: All public streets must meet the street design standards of the Veneta Zoning and Development Code, which require sidewalks, and, on streets with higher functional classifications, bike lanes. The proposed amendment is not expected to have a significant effect on the provision of a network of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Environment: Minimize environmental impacts on natural resources and encourage non-polluting transportation alternatives.

Findings: There are no wetlands or Greenway on the subject site. While the site is forested, and a road extension would require tree removal, the amendments would not prevent current or future property owners from logging the entire property in accordance with Veneta Municipal Code Chapter 8.10 – Tree Cutting, Destruction, and Removal and applicable state law. Furthermore, statewide planning Goal 4 is intended to conserve forest lands by restricting development within forest lands outside of urban growth boundaries. The City operates under the assumption that all developable land within the City’s urban growth boundary will eventually develop. VMC Chapter 8.10 already addresses tree removal and mitigation for tree removal within City limits.

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Parkside Drive are also identified as continuing west. The Transportation System Plan states that local street connectivity “can reduce a city’s overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times.” Not extending Aspen Ridge Drive would mean that all traffic from development to the west, instead of being distributed among three local streets, would be distributed among two local streets. Depending on the layout of future development, this could increase vehicle-miles traveled and reduce the overall efficiency of the transportation network, as what would have been a more efficient route through Aspen Ridge Drive is precluded. An increase of vehicle-miles traveled also means an increase in vehicle emissions, which runs counter to the goal of minimizing environmental impacts on natural resources and encouraging non-polluting transportation alternatives. For these reasons, the proposed amendment is not consistent with this goal.

Support Healthy Living: Support options for exercise and healthy lifestyles to enhance the quality of life in Veneta.

Findings: This goal is not applicable because the proposed amendment is not expected to have a significant impact on the city’s support for options for exercise and healthy lifestyles to enhance the quality of life in Veneta.

Prepare for Change: Ensure that the choices being made today make sense at a time when Veneta is growing, and the transportation industry is rapidly changing.

Findings: Figure 18 of the Transportation System Plan is intended to ensure that the City obtains adequate local street connectivity as land develops within the City. To allow Aspen Ridge Drive to dead-end when the TSP shows it continuing to provide access to the property to the west would not make sense at a time when Veneta is growing. The more access provided to undeveloped properties, the more opportunities owners and developers have to develop land within the City to serve and sustain its growth.

Fiscal Responsibility: Sustain an economically viable transportation system.

Findings: The proposed amendment is not expected to have a significant impact on the economic viability of the City’s transportation system, as the amendment only concerns a local street.

Work with Regional Partners: Partner with other jurisdictions to plan and fund projects that better connect Veneta with the region.

Findings: The proposed amendment would only impact a local street wholly within City limits, so this goal is not applicable.

H. PARKS AND OPEN SPACE

GOALS: *Develop a variety of neighborhood parks, open space areas, and recreational facilities for use by the residents of Veneta.*

Finding: The proposed amendment only concerns one local street in the City and is not adjacent to or nearby a public park. For these reasons, the amendment is not expected to have a significant impact on parks and open space.

I. NATURAL RESOURCES

GOALS: *Conserve open space and protect natural and scenic resources, including wildlife corridors. Conserve and protect Veneta's significant wetland resources.*

Finding: There are no wetlands, Greenway, or known wildlife corridors on the subject site. While the site is forested, and a road extension would require tree removal, the amendments would not prevent current or future property owners from logging the entire property in accordance with Veneta Municipal Code Chapter 8.10 – Tree Cutting, Destruction, and Removal and applicable state law. Furthermore, statewide planning Goal 4 is intended to conserve forest lands by restricting development within forest lands outside of urban growth boundaries. The City operates under the assumption that all developable land within the City's urban growth boundary will eventually develop. VMC Chapter 8.10 addresses tree removal and mitigation for tree removal within City limits, and the removal of trees on the site would be required to be performed in accordance with this section. For these reasons, the proposal would not further the conservation of natural resources within the City.

J. AIR, WATER, AND LAND RESOURCE QUALITY

GOAL: *Preserve the quality of Veneta's Air, Water, and Land Resources.*

Finding: Goal 6 addresses waste and discharges from development and is aimed at protecting air, water, and land from impacts from those discharges. Nothing in the proposal, character of the site, or potential uses indicates a future development that would compromise air, water, and land resources. The proposal does not amend the area's air, water quality, or land resource policies. The City of Veneta can reasonably expect that future development of the site will comply with applicable environmental laws. Therefore, the amendment is consistent with Statewide Planning Goal 6.

K. AREAS SUBJECT TO DEVELOPMENT CONSTRAINTS

GOAL: Protect life and property from natural hazards and disasters.

Finding: Extending Aspen Ridge Drive westwards would involve crossing properties with steep slopes. The applicant contends that a “through street in this location could become very dangerous,” due to the slope and the existing bend in the road. Aspen Ridge Drive was designed and constructed as part of the Aspen Heights Subdivision (City File No. S-4-05 & V-8-05). The staff report for this tentative subdivision approval states that the original street grades were far in excess of 15%, which is the maximum allowable street grade per VZDC 13.10(1)(M). The applicant reconfigured the street layout to bring the street grades to 15% or below. The design for Aspen Ridge Drive previously did not have a curve in the road, but this curve was necessary to reduce the street grade below 15%. In areas with steep slopes, curves in the road can be common because it can be easier to maintain a reasonable grade by following the site’s contours. This can also actually work as a form of traffic calming, as drivers must slow down in order to navigate these curves. In addition to street grades, VZDC Section 13.10(1)(M) regulates street curves as well. Per this section, the maximum center line radii of curves is 100 feet on local streets. These street design standards ensure that curves are not unusually dangerous or difficult to navigate. Aspen Ridge Drive was designed and constructed in accordance with City standards and regulations, which are intended to result in streets that can safely be navigated. Any future street extension would also be designed in accordance with these standards. For this reason, the adoption or denial of this request would not be expected to have a significant impact on the protection of life and property from natural disasters.

VZDC, SECTION 11.20

4) Compliance with Statute and Rule. Certain Sections of this ordinance are pre-empted by Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR).

Any amendments to local ordinances shall comply with applicable Statute and Rule. If an amendment to the ORS or OAR is adopted at the State level, the City shall observe those standards even if not formally incorporated into this ordinance through the procedure for an amendment.

Finding: To address VZDC Section 11.20(4), these findings consider applicable Oregon Statewide Planning Goals.

OREGON STATEWIDE PLANNING GOALS

Goal 1 Citizen Involvement: To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding: The proposed amendments have been reviewed and processed pursuant to the Type V procedures, per VZDC Section 11.09. A Type V process requires notification to the Department of Land Conservation and Development (DLCD and publishing notice of hearings in a newspaper of general circulation in Veneta. The general public will have an opportunity to review and comment on the proposal in at least two public hearings in front of the Veneta Planning Commission and Veneta City Council. Accordingly, Goal 1 is met.

Goal 2 Land Use Planning: To establish a land use process and policy framework as a basis for all decisions and actions related to use of land and assure an adequate factual base for such decisions and actions.

Finding: This criterion is met because the proposed amendment has been processed pursuant to the applicable sections of the Veneta Zoning and Development Code, which establishes a land use process and policy framework for decisions and actions relating to amending the Comprehensive Plan, and because the recommendation of the Planning Commission is based upon findings of fact as the request relates to the criteria established by VZDC Section 11.20(3) and 11.20(4). The Veneta Comprehensive Plan, Section V(B) states that “[f]or a plan amendment to be legally adopted, there must be documentation of an “established need” for the plan change. The establishment of this need rests ultimately with the City Council. However, the most common practice in Oregon is for the City Council and Planning Commission to require the applicant to submit the documentation for establishing that changes in the Comprehensive Plan cannot be arbitrary or capricious but must be based on a demonstrated need.” The purpose of the applicant’s submittal and for the findings presented in this recommendation order are to establish an adequate factual base to determine whether or not there is a demonstrated need for the applicant’s requested amendment.

Goal 3 Agricultural Land: To preserve and maintain agricultural lands.

Finding: Goal 3 is not applicable to this amendment, as the subject property and proposed actions are located within an acknowledged urban growth boundary and do not affect any agricultural plan designation or use. Therefore, Goal 3 is not applicable or relevant to the amendment.

Goal 4 Forest Land: To conserve forest lands.

Finding: The applicant’s proposed amendments are not expected to have a significant impact on the conservation of forest lands within the City. While the site is forested, the amendments would not prevent current or future property owners from logging the entire property in accordance with Veneta Municipal Code Chapter 8.10 – Tree Cutting, Destruction, and Removal and applicable state law. Furthermore, statewide planning Goal 4 is intended to conserve forest lands by restricting development within forest lands outside of urban growth boundaries. The City operates under the assumption that all developable land within the City’s urban growth boundary will eventually develop. VMC Chapter 8.10 addresses tree removal and mitigation for

tree removal within City limits, and any development on the property would be required to be performed in accordance with this chapter.

Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.

Finding: Open Spaces, Scenic and Historic Areas, and Natural Resources applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands and establishes a process for each resource to be inventoried and evaluated. The City's Local Wetland and Riparian Inventory (1998), adopted into the Comprehensive Plan as Appendix F, is not being amended nor will any resource site be impacted by the proposed amendments. The proposed amendment does not amend a plan or code provision adopted to protect a Goal 5 resource, does not allow new uses that could conflict with a Goal 5 resource site, and does not amend the acknowledged Urban Growth Boundary. Therefore, Goal 5 has been properly addressed with this proposal.

Goal 6 Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water, and land resources of the state.

Finding: Nothing in the proposal, character of the site, or potential uses indicates a future development that would compromise air, water, and land resources. The proposal does not amend the area's air, water quality, or land resource policies. Any future development will be expected to be conducted in accordance with the sections of the Veneta Zoning and Development Code that are intended to improve the quality of the air, water, and land resources of the state, such as 5.16 (Stormwater Detention and Treatment). For these reasons, the amendment is consistent with Statewide Planning Goal 6.

Goal 7 Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.

Finding: Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes, related hazards, tsunamis, and wildfires.

Extending Aspen Ridge Drive westwards would involve crossing properties with steep slopes. The applicant contends that a "through street in this location could become very dangerous," due to the slope and the existing bend in the road. Aspen Ridge Drive was designed and constructed as part of the Aspen Heights Subdivision (City File No. S-4-05 & V-8-05). The staff report for this tentative subdivision approval states that the original street grades were far in excess of 15%, which is the maximum allowable street grade per VZDC 13.10(1)(M). The applicant reconfigured the street layout to bring the street grades to 15% or below. The design for Aspen Ridge Drive previously did not have a curve in the road, but this curve was necessary to reduce the street grade below 15%. In areas with steep slopes, curves in the road can be

common because it can be easier to maintain a reasonable grade by following the site's contours. This can also actually work as a form of traffic calming, as drivers must slow down in order to navigate these curves. In addition to street grades, VZDC Section 13.10(1)(M) regulates street curves as well. Per this section, the maximum center line radii of curves is 100 feet on local streets. These street design standards ensure that curves are not unusually dangerous or difficult to navigate. Aspen Ridge Drive was designed and constructed in accordance with City standards and regulations, which are intended to result in streets that can safely be navigated. Any future street extension would also be designed in accordance with these standards. For this reason, the adoption or denial of this request would not be expected to have a significant impact on the protection of life and property from natural disasters.

Goal 8 Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: Goal 8 requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The proposed amendment concerns a local street in an area not adjacent to and with no nearby parks or recreational facilities. For this reason, the proposed amendment is not expected to have an impact on the satisfaction of the recreational needs of the citizens of the state and its visitors.

Goal 9 Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: The applicant's proposed amendments are not expected to have an impact on the provision of adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens. The applicant's property is zoned Low-Density Residential, and the property that would be served by an extension of Aspen Ridge Drive is also zoned Low-Density Residential. No commercial lands would be impacted by this amendment.

Goal 10 Housing: To provide for the housing needs of the citizens of the state.

Finding: The proposed amendment will not affect the amount of residential buildable land within the City and thus, this goal is not applicable.

Goal 11 Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: This goal does not apply because applicant's proposed amendment is not expected to have a significant impact on the provision of public facilities and services within the City.

Goal 12 Transportation: To provide and encourage a safe, convenient, and economic transportation system.

Finding: Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The Veneta Transportation System Plan (TSP), adopted in 2019, provides the regional policy framework through which the TPR is implemented at the local level.

See the findings above under Comprehensive Plan Element G for discussion on the proposed amendment's consistency with said element. The proposal is not consistent with Goal 12 because the TSP is intended to implement a policy framework to ensure that Goal 12 is met, and for the reasons discussed in the aforementioned findings under Plan Element G, the proposal is not consistent with that element.

Goal 13 Energy Conservation: To conserve energy.

Finding: Statewide Planning Goal 13 calls for land uses to be managed and controlled "so as to maximize the conservation of all forms of energy, based upon sound economic principles." The applicant's proposal does not meet this goal because the Veneta Transportation System Plan states that local street connectivity "can reduce a city's overall vehicle-miles traveled (VMT)" and not providing for local street connectivity would not allow for a reduction in the City's overall VMT, as traffic in future developments would need to take alternate, longer routes to reach their destinations, consuming more energy in the process.

Goal 14 Urbanization: To provide for an orderly and efficient transition from rural to urban land use.

Finding: The amendment does not affect the transition from rural to urban land use, as the subject property is within the City limits and the amendment concerns only a local street entirely within City limits.

Goal 15 Willamette River Greenway: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Finding: This goal does not apply because the subject property is not within the boundaries of the Willamette River Greenway.

Goal 16 through 19 – Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources:

Finding: There are no coastal, ocean, estuarine, or beach and dune resources on or adjacent to the subject property. Therefore, these goals are not relevant, and the proposed amendment will not affect compliance with statewide planning Goals 16 through 19.

D. Conclusion and Decision

The City Council does not find that the application demonstrates an established need for an amendment to the Veneta Transportation System Plan.

The City has no obligation to approve this application. A Type V application is a legislative decision, which involves a high degree of discretion. The discretion allowed the City in deciding this specific proposal is even higher, as it involves an amendment to the City's guiding planning document, its Comprehensive Plan.

One of the goals of the TSP is to promote local street connectivity. As the TSP states, if adequate connectivity is provided, it "can reduce a city's overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times." Additionally, providing local street connectivity across one property ensures that development on adjacent property is not precluded. In general, all streets that can be extended are identified in the Transportation System Plan as opportunities for local street extensions. Granting an exception for this would incentivize other developers and property owners to seek exceptions for cost savings or inconvenience, undermining the intent of the Transportation System Plan.

The role of the City in creating plans like the TSP or the Comprehensive Plan is not to focus on immediate needs, but to make a more long-range perspective. The assumption of the Oregon land use system is that every developable lot within a city will develop. The demand for growth and housing is intended to be met by developing within urban growth boundaries and preserving natural and resource lands by placing limits on development outside of urban growth boundaries. For these reasons, the lack of any current plans to develop the subject property, or any adjacent property, should not be a reason to abandon the City's adopted plans. Furthermore, the property to the west that would be served by Aspen Ridge Drive is within the City's urban growth boundary and within City limits, and as such, is able to be further developed.

The Transportation System Plan was developed with extensive involvement from its Citizen Advisory Committee (CAC) and public engagement. The TSP is the result of a deliberate consensus on how the City's transportation system should grow and respond to growth.

For the reasons outlined above and throughout this final order, the City Council denies the application and will not amend the Transportation System Plan as proposed in File No. A-25-2.

IT IS HEREBY ORDERED that the Veneta City Council affirms the Planning Commission recommendation to deny the application and to not adopt the applicant's proposal to amend the Veneta Transportation System Plan as proposed in File No. A-25-2.



Robbie McCoy, Mayor
Executed on: _____

ATTEST:



Jen Mirabile, City Recorder
Executed on: 7/14/2025

