

A large, spreading tree with a thick trunk and dense foliage stands in a field of tall grass. In the background, a range of mountains is visible under a clear sky. The text "Veneta Southwest Area Specific Plan" is overlaid on the image in a large, stylized font.

# Veneta Southwest Area Specific Plan

**Veneta, Oregon**

**April 10, 2006**

# **Veneta Southwest Area Specific Plan**

Prepared by:



for



April 10, 2006

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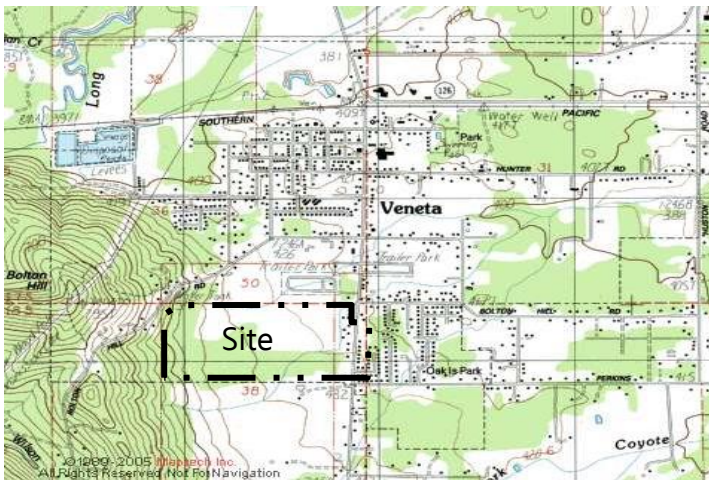
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# I. Introduction

## Executive Summary

This *Veneta Southwest Area Specific Plan* is a refinement of the Specific Plan that was presented to the City of Veneta in 1999 and adopted in 2000. It includes a number of changes to address conflicts between housing density and lot size limitations, recognize additional wetlands and allow limited filling and alteration, encourage use of a surface stormwater drainage and detention system that is separate from existing wetlands and drainageways, and provide flexibility of housing type and density to respond to shifts in the housing market. The Plan provides a performance-oriented approach for developing the 128-acre Southwest Neighborhood Center into a new neighborhood of mixed residential and supporting commercial uses. Detached single-family, townhome, and multifamily apartments or condominiums can be built in a wide variety of densities and configurations based on natural constraints. Residents will have convenient access to existing and planned transportation systems (including future public transit service), and there will be nearby commercial development for goods and services. A major objective of the Plan is to provide maximum opportunities for home ownership by creating Plan regulations that allow a wide variety of dwellings at varying densities on individual lots wherever possible. Key to the Plan is the use of open spaces as a unifying element for the different areas of the neighborhood, linked together with an innovative system of stormwater collection and disposal incorporating surface water features, cascading swales, and multi-purpose ponds. The open space network protects sensitive natural resources such as wetlands and tree groves,

**Figure 1. General Site Location**

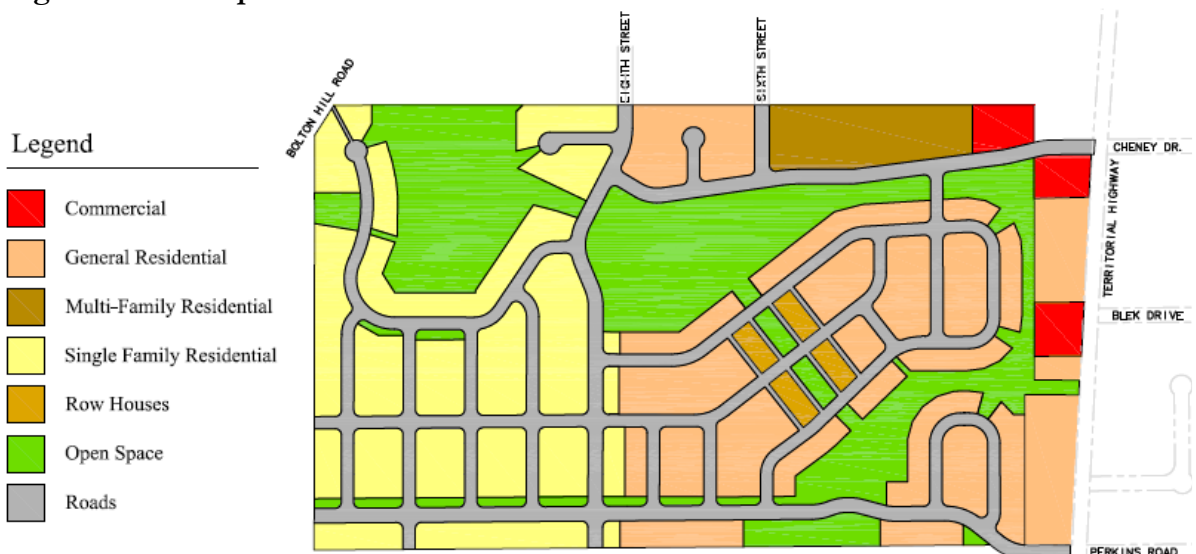


decreases stormwater runoff rates, maintains water quality, and provides recreational opportunities for residents and visitors. A full transportation system, including streets with sidewalks, separated pedestrian paths through the open space network, and transit-supportive development along a future bus route ensures pleasant, safe, and efficient travel between different areas in the neighborhood, and from the neighborhood to adjacent properties and other parts of the City. Major plan elements are:

- **A general neighborhood development plan** that includes a wide range of land uses, including a full spectrum of housing types and neighborhood commercial uses, connected throughout by an open space network that offers passive and active recreational opportunities and protects significant natural resources.

- **Where feasible, an innovative stormwater collection and disposal system** that uses surface water features such as landscaped and cascading swales, and multi-purpose detention ponds is proposed as an option to conventional conveyance systems where topography and other physical constraints allow. A system of stormwater swales adjacent to streets will guide rainwater runoff to a series of detention ponds located in public or common open areas. Swales will be landscaped to maintain water quality and provide a design element extending throughout the neighborhood, functionally and visually tying larger common open areas and neighborhood parks together.
- **An open space network** that takes full advantage of natural amenities such as wetlands, streams, and established tree groves. A linear pattern of open spaces along existing drainageways that incorporates a separated pedestrian path will connect all neighborhood districts and provide a unifying design element, alternative transportation route, and variety of recreational opportunities
- **Protection of valuable natural resources** that include wetlands and tree groves. These resources have determined the location and configuration of open spaces, street alignment, and lot pattern, and provide a unique design theme that identifies the neighborhood.
- **A general street and circulation plan** that provides connections to abutting land in a manner that will provide safe and efficient neighborhood access for motorists, bicyclists, and pedestrians while discouraging unwanted through traffic. The Plan includes a transportation network of both conventional streets with abutting sidewalks and a separated pedestrian pathway through designated open spaces.
- **Flexibility for a wide variety of housing types** that allow a mix of attached, detached, and multifamily housing, that meets the density limitations of the Comprehensive Plan. This will allow maximum choice of housing type for potential homeowners, and for the ability of home builders to quickly adapt to changing market conditions, to provide desired housing to the public quickly and efficiently.

**Figure 2. Concept Plan**



## Background

The 1999 *Veneta Southwest Area Specific Plan* was completed as a joint effort between Crandall Arambula PC and Dorman and Company, and coordinated by Lane Council of Governments (LCOG). The Plan was approved by the Veneta City Council in 1999, but not adopted by ordinance. It serves as a basis for amendments to Section 4.14(7)(b) of the *Veneta Land Development Ordinance No. 417*, in which the Specific Plan was adopted by reference. In 2000, changes were made to the land use map by LCOG and the *Revised Veneta Southwest Area Specific Plan Map* was adopted by ordinance.

The 1999 *Veneta Southwest Area Specific Plan* provides a development framework including a street plan, open space network including ponds and waterways, and a land use pattern of detached, attached, and multifamily housing. Since initial approval and/or adoption, a number of issues were identified that create the need for a plan update:

- **Conflict between density and lot size requirements.** Adopted plan lot sizes and densities conflict at various places within the Plan itself and conflict with the implementing provisions of the *Veneta Land Development Ordinance No. 417*.
- **Inclusion of additional wetlands.** An onsite detailed wetland delineation revealed several wetlands that were not taken into consideration in the original plan. Locations are such that the adopted street and development patterns are affected, making connectivity and achieving housing densities problematic.
- **Use of in-stream detention systems.** State regulations make the use of in-stream stormwater detention systems problematic.

This 2005 *Amended Veneta Southwest Area Specific Plan* resolves these conflicts, as well as achieving other objectives of the City's Comprehensive Plan as discussed further in this document.

## Plan Objectives

During the review and adoption of the 1999 *Veneta Southwest Area Specific Plan*, objectives were adopted by the Planning Commission. These objectives have been modified slightly with this amended Plan in order to provide greater specificity or detail. Basic intent of the objectives, however, remains the same. Adopted objectives are included in their entirety in the Approval Criteria section of this document. Following are the amended objectives of this Plan:

- **Neighborhoods.** Develop a neighborhood that includes a wide range of housing types and locations, commercial and employment opportunities, and passive and active recreational opportunities and a scale that is compatible with one another and adjacent development. Provide a full transportation network of streets and separated pedestrian paths. Allow development of commercial and employment areas that support the neighborhood and surrounding residential areas. Create a unique neighborhood character and identifiable boundaries.



- **Increase Efficiency of Land Use.** Provide for compact development, optimizing infrastructure investments, open space amenities and access to the multifamily and neighborhood commercial districts. Allow a variety of development densities and intensities within limits set by the Comprehensive Plan and that are compatible with topography, sensitive natural resources, transportation and utility infrastructure, and proximity to other uses.
- **Multi-Modal/Pedestrian Friendly.** Create a pedestrian friendly environment that provides direct, safe, and convenient access from homes to commercial services, public spaces, and transit connections while also creating an efficient street pattern for automobiles and bicycles. Provide transportation connectivity to adjacent land to the greatest extent practicable, given natural and physical constraints.
- **Provide Alternative Parallel Routes.** Provide collector roadway connections that lessen reliance on Territorial Highway as the sole accessway through Veneta, while retaining neighborhood character and values.
- **Public and Open Spaces.** Provide public spaces such as neighborhood parks, common open areas, greenways, or plazas where residents and employees can meet or relax and that will counterbalance activity levels in more intense commercial and residential areas.
- **Natural Features.** Incorporate natural features such as creeks, wetlands, and tree groves into neighborhood development. Provide for onsite stormwater detention, and maximize the opportunity to create a neighborhood amenity of drainage and wetland areas. Identify appropriate development for forested areas and steeper slopes.
- **Building and Site Design.** Promote building and site design that creates a sense of neighborhood. Carefully relate building mass, frontages, entries, and yards to streets and adjacent properties in order to orient public activities toward public spaces and provide privacy between neighboring properties. The architecture and scale of commercial buildings should provide attractive street frontages and encourage placement of parking lots and loading docks away from public street frontages.
- **Safe Environment.** Promote a safe environment for residents and visitors during all hours of the day and night. Encourage residential design that puts eyes on the street and other public or common open spaces. Design streets and public areas for the safety of all residents.
- **Transition Between Uses.** Provide sensitive transitions between commercial, lower density residential and higher density residential development and minimize the impacts of development on wetlands and waterways.
- **Housing Types.** Provide for a range of housing types (e.g. standard single-family, small lot single-family, attached townhomes, and multifamily dwellings). Create land use regulations that provide for flexibility of housing type within general areas, given overall density limits, services, transportation networks, proximity to commercial and employment areas, and physical constraints of the land. Maximize home ownership opportunities by allowing

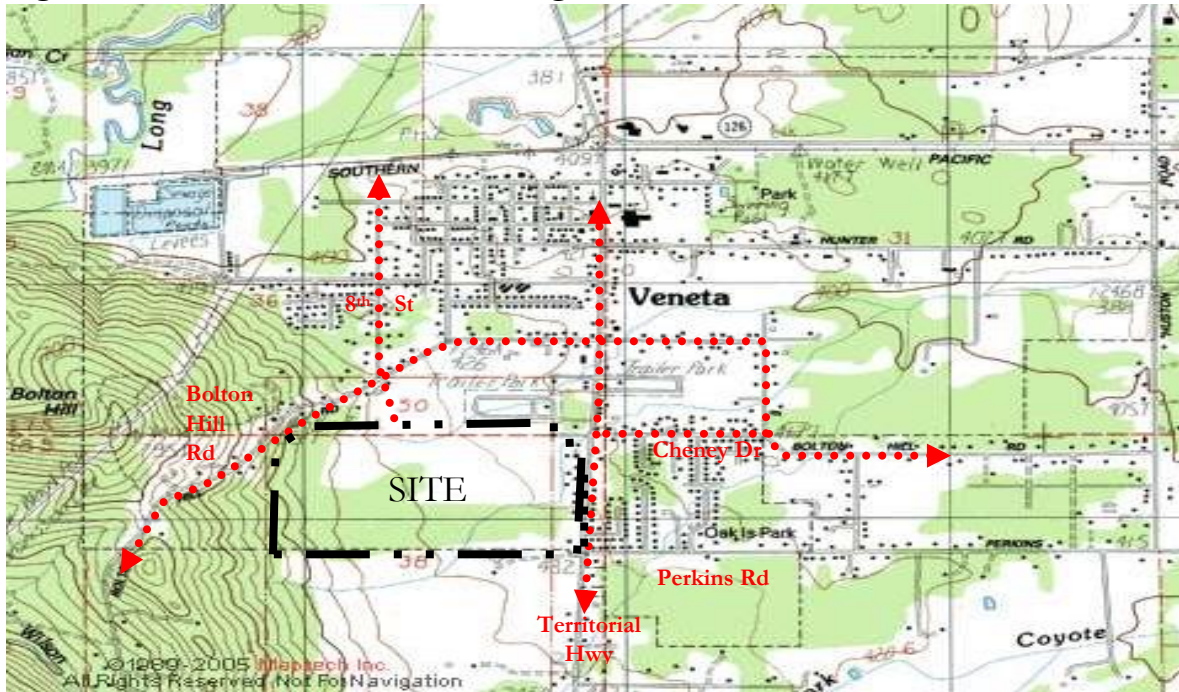


individual homes on separate lots of sizes in keeping with density ranges allowed by the Comprehensive Plan.

### Vicinity Description and Analysis

The site is located in the southwest area of the City of Veneta, abutting the south city limits and Urban Growth Boundary. Land to the north, east, and south is fairly level, but rises to the west at an increasing angle toward Bolton Hill. The main business district of Veneta is about one-half mile to the north.

**Figure 3. Site Location and Surrounding Area**



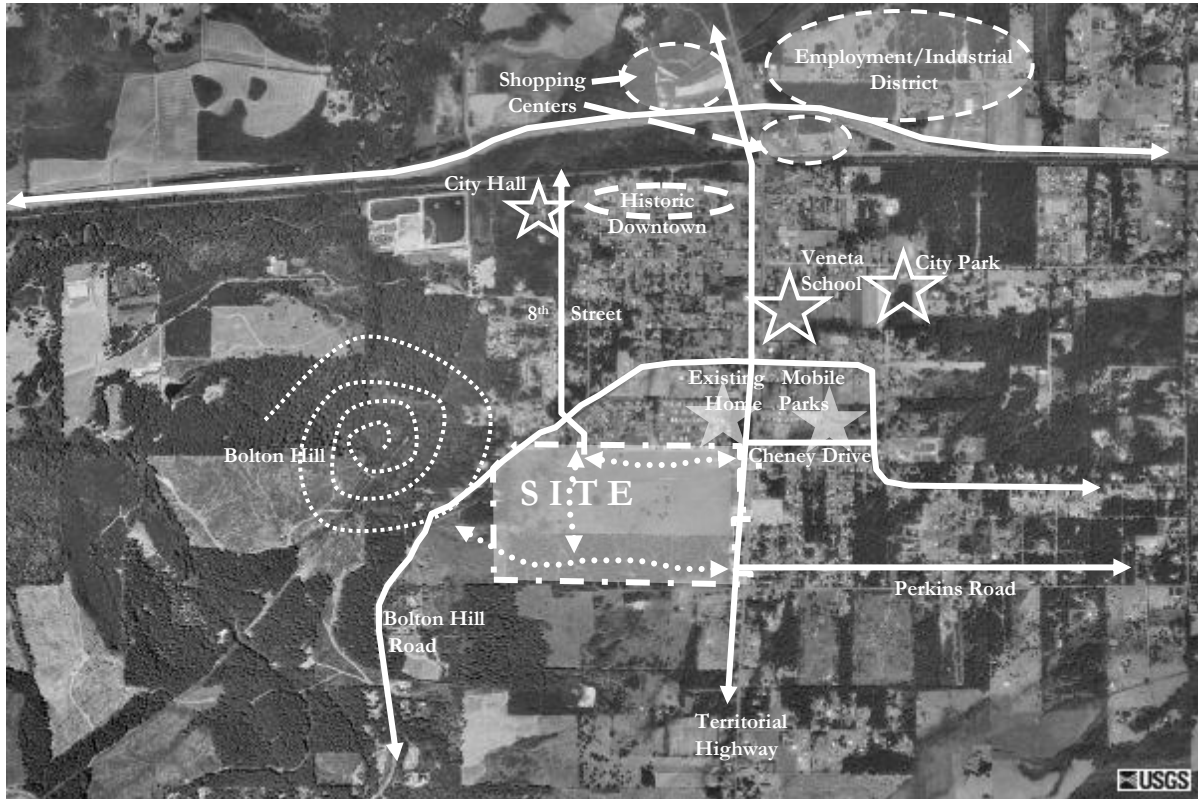
Land use to the south and west is primarily rural or rural residential with acreage tracts. Bolton Hill Road, a Major Collector street, abuts the northwest corner of the site for about 150 feet, but because of steep slopes it is available only for pedestrians or emergency access. There are no other streets or access points along the south and west boundary lines.

To the north is residential development, including a mobile home park. Two streets dead-end at the north site boundary. The eastern street, 6th Street, is a designated Local street while 8<sup>th</sup> Street, to the west, is a Minor Collector.

West of the residential development, toward the northwest corner of the site and along the west site boundary, are several undeveloped and low density residential lots. One is owned by the City and is considered a potential park site, although poor access and steep slopes limit recreational opportunities.

Generally east, across Territorial Highway, is a single-family residential neighborhood on medium size lots. Territorial Highway is a minor arterial and the major north-south route through Veneta. It also provides the primary access to the site at both the northeast and southeast corners (western extensions of Cheney Drive and Perkins Road, respectively).

**Figure 4. Vicinity Analysis**



### Plan Area Description and Analysis

The *Veneta Southwest Area Specific Plan* area is 128 acres in size. The Plan area is roughly rectangular in shape, about 2,872 feet in an east-west direction and 1,850 feet in a north-south direction. Primary access to the site is along Territorial Highway. Two dead-end residential streets, 6<sup>th</sup> and 8<sup>th</sup> Streets, provide access from the north. The northwestern corner of the site abuts Bolton Hill Road for a distance of about 125 feet, but the road is at the top of a steep slope and access is problematic.

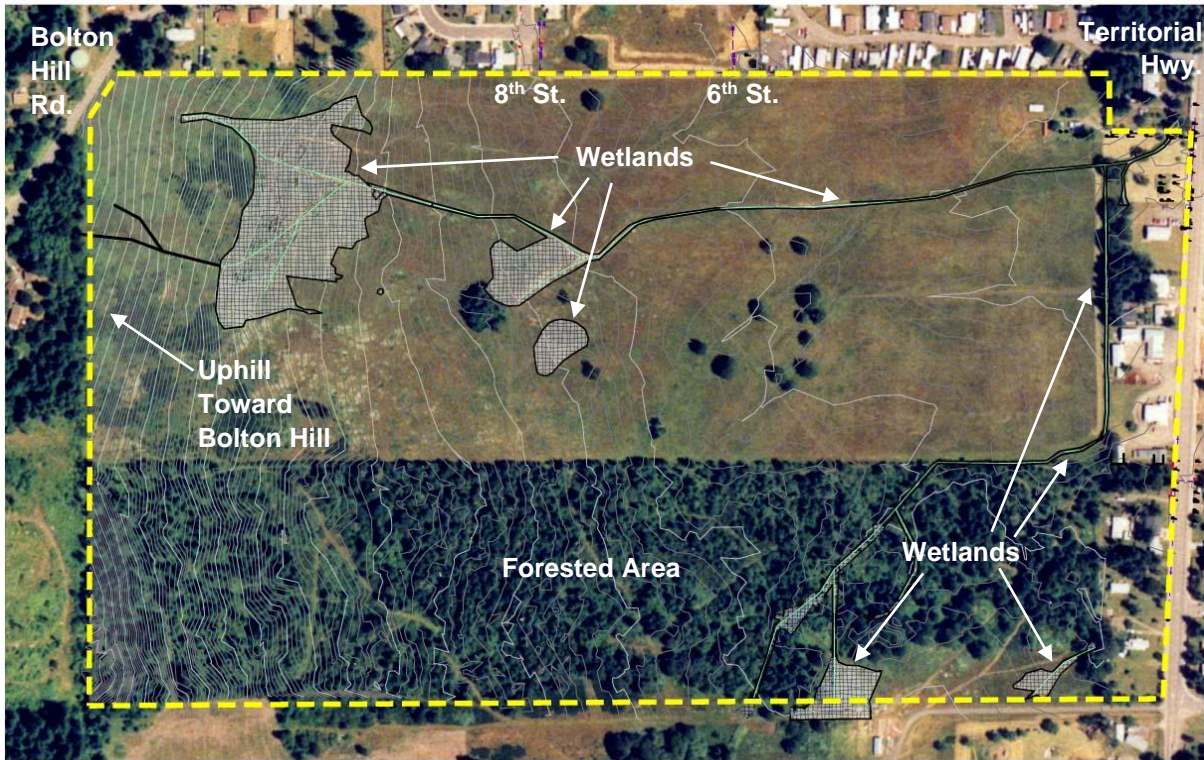
The site is almost level for the eastern two-thirds, sloping upward from Territorial Highway at less than three percent. The slope increases steadily to about 15 percent at the northwest corner where it abuts Bolton Hill Road. The center of the site has been used for agriculture, but is now vacant. The northern half of this undeveloped area is a large open field with a few mature Garry oak trees (*Quercus garryana*) and some conifers. Vegetation on the southern half of the site is a mix of deciduous and evergreen trees, more numerous on the level area than the slope. There are several wetlands on the site, the largest being in the northwest slope with others in the southeastern corner. Drainageways, also delineated as wetlands, extend from the wetlands to the



northeast corner. In total there are 7.5 acres of the site that meet the Department of State Lands definition of wetland.

Several smaller lots in the Plan District front on Territorial Highway. Land uses here are a mix of residential and commercial development, largely reflected by both the Comprehensive Plan and Specific Area Plan designations.

**Figure 5. Physical Features of the Site.**



### **Comprehensive Plan Designations**

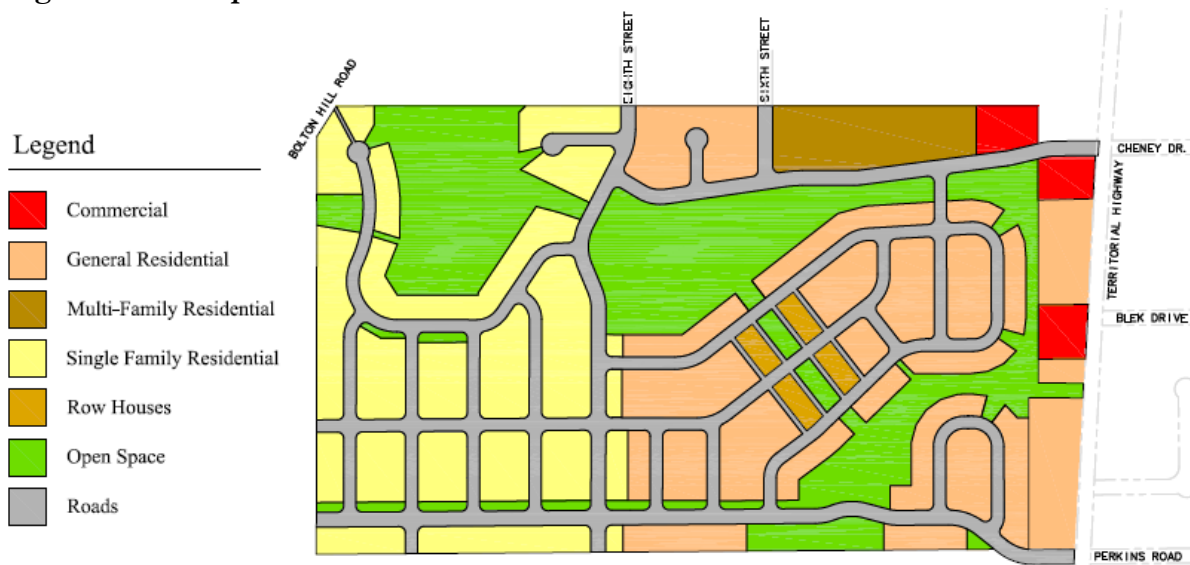
The site has three Comprehensive Plan designations in addition to the Specific Development Plan Subzone. The western third, west of an extension of 8<sup>th</sup> Street, is designated and zoned Single-Family Residential (SFR). The Comprehensive Plan allows residential development at a maximum net density of seven units per acre. Two small areas in the northeast corner of the site are designated and zoned Commercial (C). The remainder of the site is designated and zoned General Residential (GR), which allows residential development at a maximum net density of 15 units per acre.

## II. Land Use

### Land Use Plan

The *Veneta Southwest Area Specific Plan* provides a performance-oriented approach for development of a 128-acre site into a new neighborhood of mixed residential and supporting commercial uses in conformance with Comprehensive Plan designations. Detached single-family, townhome, and multifamily apartments or condominiums can be built in a wide variety of densities and configurations based on natural constraints, access to existing and planned transportation systems (including future bus service), and access to commercial development. The Plan district provides maximum opportunities for home ownership by creating Plan regulations that allow a wide variety of dwellings at varying densities on individual lots wherever possible. The key to the Plan is the use of parks and open areas as a unifying element for the different areas of the neighborhood, to protect sensitive natural resources such as wetlands and dense tree groves, and to provide recreational opportunities for residents and visitors. A series of surface stormwater swales and ponds are placed along streets and in parks and common open spaces, visually and functionally connecting all parts of the neighborhood. A full transportation system, including streets with sidewalks, separated pedestrian paths through the open space network, and transit-supportive development along a future bus route will ensure pleasant, safe, and efficient travel between different areas in the neighborhood, and from the neighborhood to adjacent properties and other parts of the City.

**Figure 6. Concept Plan**



### Major Plan Elements

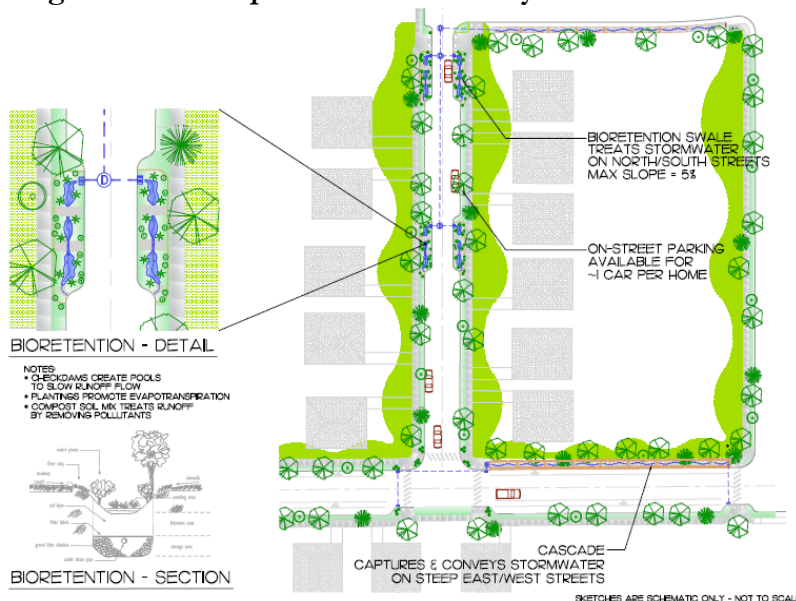
- **A general neighborhood development plan.** The *Veneta Southwest Area Specific Plan* provides a development pattern balanced to allow a range of housing types at varying densities based on proximity to physical site constraints, access to existing and planned collector and arterial streets, and proximity to supporting land uses. Small scale commercial

development is located adjacent to Territorial Highway to provide local employment opportunities, and to serve neighborhood residents and nearby residential areas. A full transportation system, consisting of both roadways and separated pedestrian paths in common open areas, will extend through the site and to adjacent lands to provide connectivity and an efficient transportation system. Of great importance is provision of a comprehensive open space network to connect all portions of the neighborhood, provide active and passive recreational opportunities, protect wetlands, provide stormwater detention, and include a pedestrian path to augment and enhance the standard street network. The land use pattern of the Plan respects natural constraints (topography and wetlands/drainageways), adjacent lands and future land use designations, and both existing and planned traffic circulation patterns.

The Plan is performance oriented, compared with the prescriptive approach normally used with zoning code regulations. It allows for a range of housing densities, lot sizes, and types within designated Plan areas. This gives the flexibility to respond to changes in market forces while retaining overall housing densities and design elements that reflect the desired character of the City of Veneta as expressed in the Comprehensive Plan, and provides significantly more total open space than what is required under either conventional development under the base zone or the 1999 Plan.

- **An innovative stormwater collection and disposal system** that uses surface water features such as landscaped and cascading swales, and multi-purpose detention ponds will be used where topography and other physical constraints allow. A system of stormwater swales adjacent to streets will guide rainwater runoff to a series of detention ponds located in public or common open areas. Swales will be landscaped to maintain water quality and provide a design element extending throughout the neighborhood, functionally and visually tying larger common open areas and neighborhood parks together. In steeper areas swales will have rocks or other hard features to provide a series of ponds connected by cascading water

**Figure 7. Conceptual Bioretention System**



features, giving visual interest. Detention ponds will be located in parks and common open areas, separated from naturally occurring wetlands and drainageways except for overflow. Although proposed for extensive use throughout the site, detailed design may identify physical constraints that limit location and use of this system, and a more conventional means of stormwater collection and disposal may have to be used.



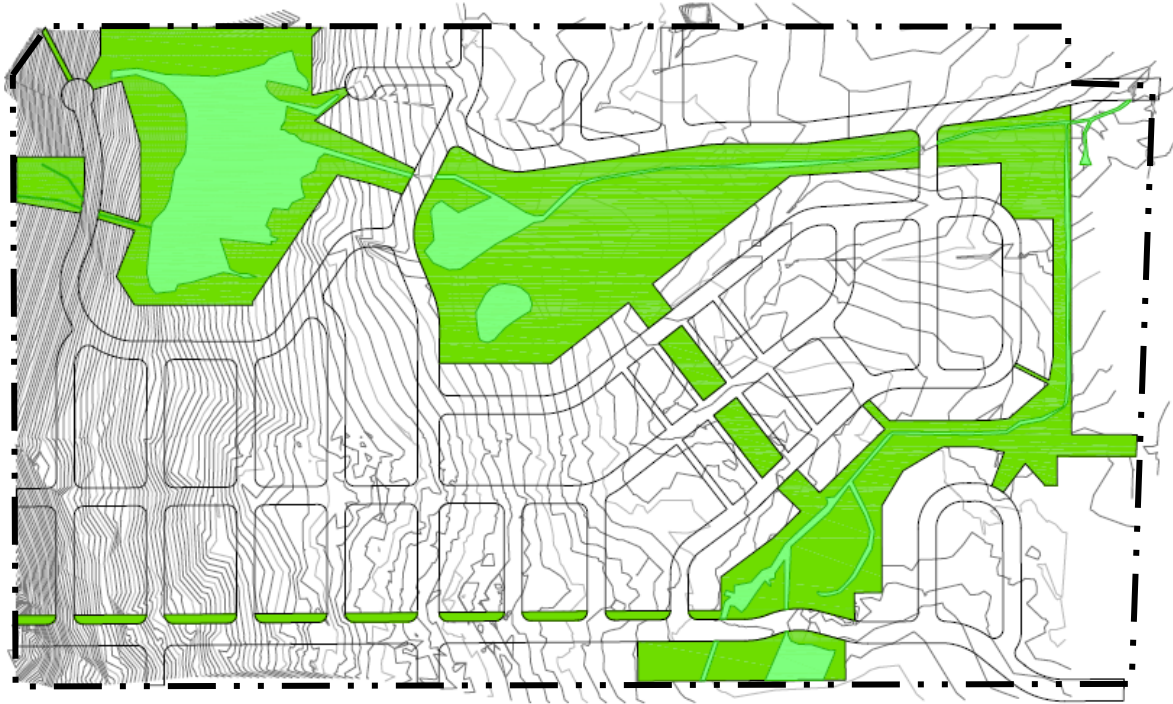
Figure 8. Stormwater Collection and Detention System Concept Plan



- **An open space network.** An open space network of over 20 acres in a linear east-west pattern along the northern portion of the site and along the south central boundary incorporates a separated pedestrian path connecting all neighborhood districts, providing a unifying design element, alternative transportation route, and recreational opportunities. To enhance water quality from stormwater runoff, detention ponds and swales will be located in these areas, providing habitat and vegetation diversity. Larger detention ponds are shallow with flat bottoms to provide recreation opportunities during dry periods. The open space element is the key design feature for the neighborhood, taking full advantage of natural amenities such as wetlands, streams, and established tree groves. It borders the main entries from Territorial Highway, reinforcing the theme of natural areas to visitors and providing the linear visual, recreation, and pedestrian connection between the various neighborhood districts.

In addition to the common open space network, each residential and commercial lot has required landscaped areas. Combined with common open space, the total minimum open space for the neighborhood is more than what is required by the base zone, and almost ten acres more than the 1999 Plan.

**Figure 9. Open Space Network**



- **Protection of valuable natural resources.** The site contains about 7.5 acres of delineated wetlands. They are located in two major areas and form the headwaters of drainageways that flow east through Veneta. The first major wetland system begins on the hillside at the west end of the site as a major seep and wet meadow. Water from this source flows easterly along a narrow drainageway to about mid-site, where the site becomes more level and another broad wetland area is formed. Again water is channeled to the east, where it exits the site at Cheney Drive. The second wetland system is found along the south site boundary toward the east site boundary. It also flows into a drainageway that drains diagonally in a northeast direction to about the center of the east site boundary, and then north to the drainageway that exits at Cheney Drive. Except for a small isolated wetland and several points needed for roadway crossings, wetlands are fully retained and incorporated into common open areas as an amenity.

There are two Heritage Trees located in the Plan area: a 48-inch Garry Oak in the southwest section of the site, and a 40-inch Garry Oak in the southeast section, adjacent to a wetland. Neither is within the proposed road rights-of-way. The 48-inch oak is near the road but on proposed homesites, and a property line can be located next to it to ensure its protection. The 40-inch oak is in an identified open space, and will remain clear of any proposed development. Specific protection measures will be proposed with the related subdivision phase.

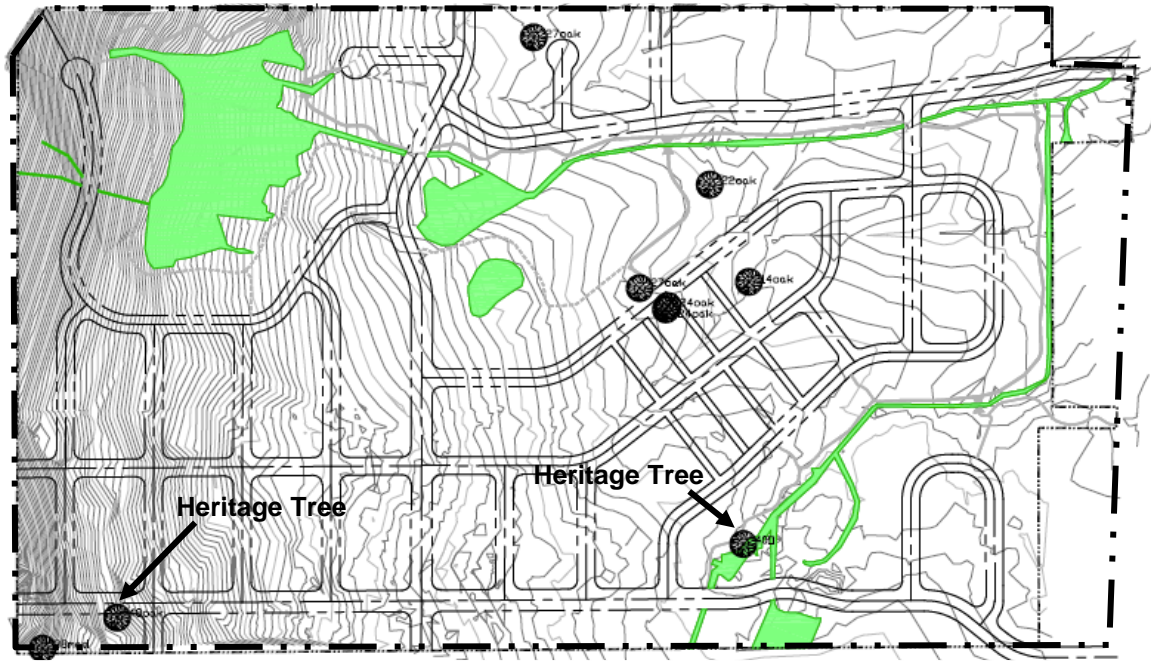
There are also a number of specimen trees onsite that are not of Heritage Tree size. A 38-inch madrone is located in the southwest sector, a number of Garry Oaks with full canopies are in the open field, and others are located in the wooded south half of the site. Isolated oaks that are in identified open spaces and the madrone are shown on Figure 10 below, and are identified to be retained to the extent practicable. As tentative subdivision plans are



presented to the City, a detailed tree preservation plan including these and other significant vegetation will be included in the application.

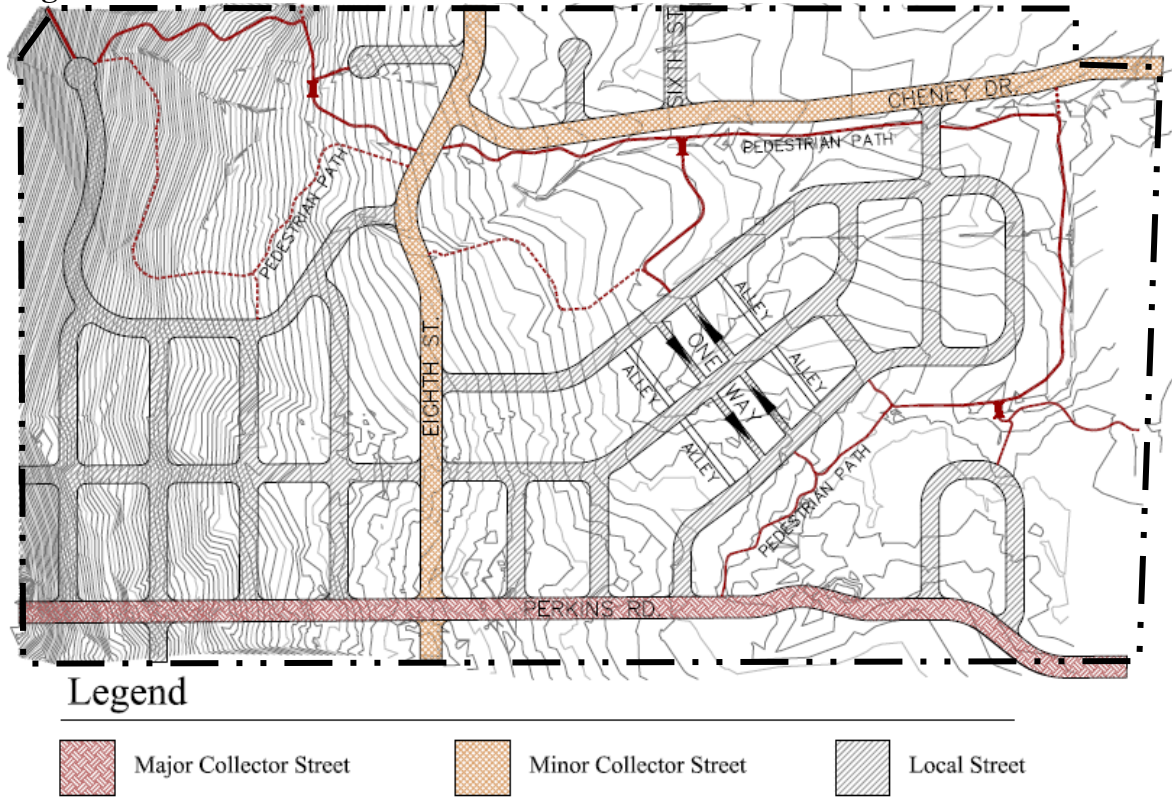
Additionally, a dense tree grove consisting of Garry oak and evergreens located along the south site boundary near the south central wetland is retained in a common open area, reinforcing the open space character and unique design theme that identifies the neighborhood.

**Figure 10. Identified Wetlands and Significant Trees**



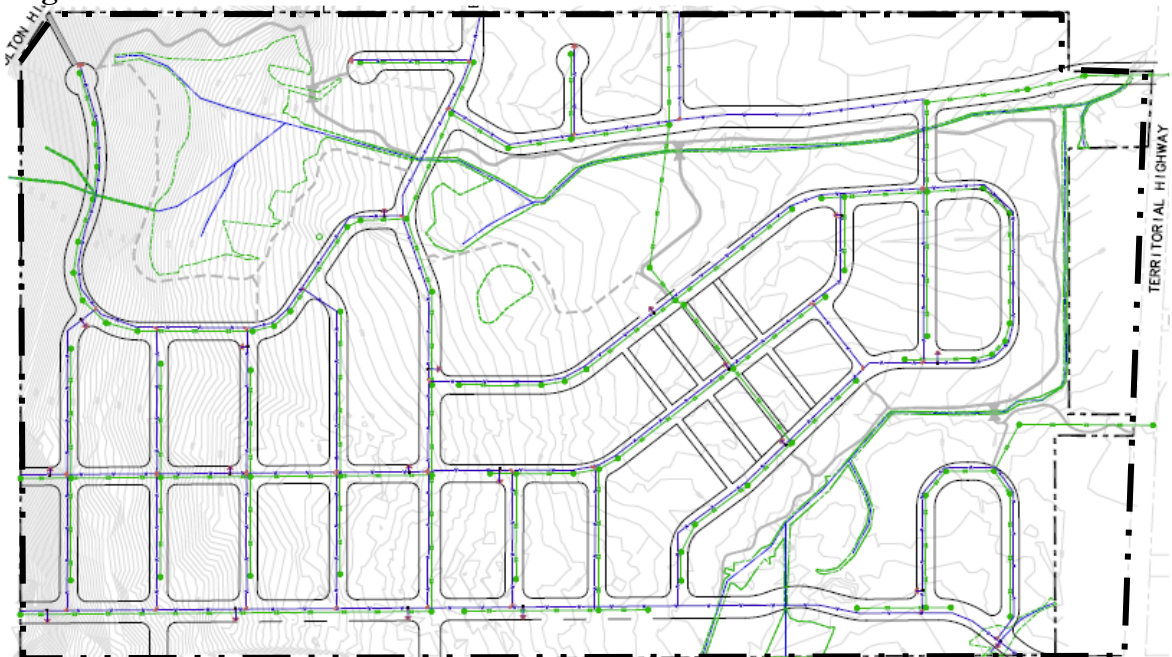
- A general street and circulation plan.** A full public street system is part of this Plan. Major connections are made to Territorial Highway at the south end of the site as a westerly extension of Perkins Road, and at the north end as a westerly extension of Cheney Drive. Roads extend through the site to adjacent properties, providing connectivity in a safe and efficient manner and neighborhood access for motorists, bicyclists, and pedestrians. Cheney Drive, along the north site boundary, is able to accommodate bus service to serve the neighborhood, as envisioned in the adopted *Transportation System Plan* for the City of Veneta. Both the Cheney Drive and Eighth Street extensions through the site are identified as minor arterials, and connect Territorial Highway to existing Eighth Street to the north, and will eventually extend to adjacent property to the south. The Perkins Road extension, along the south site boundary, is a major collector street, and will eventually extend west beyond the site to connect Territorial Highway to Bolton Hill Road. Other streets within the site form a pattern of local service loops and cul-de-sacs, designed to provide access to neighborhood properties but discourage through traffic. To augment the street system and provide a variety in alternative transportation routes, a separated pedestrian path is placed within the common open areas.

**Figure 11. Street and Circulation Plan**



- **Orderly utility extension to the site and adjacent land.** Sewer and water utilities will connect to and through the site, as shown on Figure 12 below. Both sewer and water lines will be connected to the east at Territorial Highway, and to the north at 6<sup>th</sup> and 8<sup>th</sup> Streets. They will have the ability to extend to the west and south as needed.

**Figure 12. Provision of Sewer and Water Utilities**



- **Flexibility for a wide variety of housing type.** As noted above, the Plan is a performance-oriented approach to land development, particularly with regard to homes. Because of development constraints and the Comprehensive Plan designation of Single-Family Residential, homes on the west third of the site are limited to detached single-family dwellings at a maximum net density of seven units per acre. In order to achieve densities near those allowed by the Comprehensive Plan, smaller lot sizes (minimum lot size of 6,000 square feet with an average of at least 6,223 square feet) combined with common open space are proposed. The maximum lot coverage of 40 percent is retained, so total buildable area for the Single-Family Residential area does not increase over the base zone standard even though the lot sizes are smaller. In fact, with the common open space, the result is a significant increase in landscaped area.

Medium density development in the General Residential zone is designated for most of the eastern two-thirds of the site. A full spectrum of housing types (detached single-family, townhome, and multifamily dwellings) is allowed, similar to the General Residential base zone. Three areas are identified for specific housing types: a 5.2-acre area north of the Cheney Drive extension for multifamily or attached single-family residences; an area in the center of the site facing a linear parkway for up to 40 attached single-family residences; and the remainder of the site for detached single-family residences or, on corner lots, duplexes. Single-family detached homes are allowed on lots of at least 3,200 square feet in size, duplexes are allowed on corner lots of at least 5,000 square feet, attached single-family residences have a minimum lot size of 1,600 square feet, and development in the multifamily area is planned at between 15 and 20 units per net acre. Overall, however, maximum density will not exceed the maximum limit of 15 units per net acre (average of one dwelling per 2,904 square feet of net site area) imposed by the Comprehensive Plan.

Overall, the Plan will provide for an estimated 577-629 homes, depending on the dwelling mix. At least 433 will be detached single-family dwellings, up to 40 will be townhomes, and 78 will be either townhomes or multifamily dwellings, providing a full mix of housing types and densities. The remaining 26-78 homes can be detached single-family dwellings or duplexes on corner lots in the General Residential area, or attached single-family or multifamily dwellings in the multifamily area, depending on market influences. Wherever practicable, individual lots will be provided for each home, allowing greater opportunity for home ownership. Although lot sizes for individual homes are reduced somewhat from base zone requirements, the total number of housing units allowed under the Plan is lower than the maximum allowed under base zone standards (estimated at 626-1332 dwellings, depending on housing mix), and will result in significantly more open space.

**Table 1. Summary of Plan Map Elements**

General Land Use Category	Land Area*	Dwelling Units*
Single-Family Residential Development in the Single-Family Residential Zone.	28.90	159
Standard Single Family Residential Development in the General Residential Zone.	30.00	246
Townhome Development in the General Residential Zone.	0	0
Multi-Family Development in the General Residential Zone.	5.29	158
Commercial Development in the Commercial Zone.	1.76	n.a.
Open Spaces and Parks Throughout the Site.	37.45	n.a.
Streets Throughout the Site.*	24.6	n.a.
<b>Total Plan Area.</b>	<b>128.0 acres</b>	<b>563**</b>

\* Land area within each land use category may vary slightly during final development due to minor street realignment and/or use of alleys, final lot line location during subdivision, and possible street extensions into parcels fronting Territorial Highway. As a result, number of dwelling units in each district may also change.

\*\* Includes an estimated 66 dwellings at 1 dwelling per 3200 square feet for General Residential parcels fronting on Territorial Highway.

### Existing City Plan and Ordinance Framework

The Specific Plan Area lies within the Veneta Urban Growth Boundary and City Limits, and is largely vacant. The Plan Area includes about 128 acres, 122 acres being controlled by one owner. A number of existing land use regulations control development on the site. Following is a brief summary of each.

- Comprehensive Plan Designations and Base Zones.** The site has three Comprehensive Plan designations in addition to the Specific Development Plan Subzone. The western third, west of an extension of 8<sup>th</sup> Street, is designated and zoned Single Family Residential (SFR). The Comprehensive Plan allows residential development at a maximum net density of seven units per acre. Two small areas in the northeast corner of the site are designated and zoned Commercial (C). The remainder of the site is designated and zoned General Residential (GR), which allows residential development at a maximum net density of 15 units per acre. Each Comprehensive Plan designation has a corresponding base zone. However, minimum lot size requirements do not allow full residential densities to be achieved. Assuming 25 percent of the site is devoted to roadways under conventional subdivision development, between 626 and 1332 dwellings could be allowed on the site under existing zoning, depending on housing mix in the General Residential zoned area.
- Parks, Recreation, and Open Space Master Plan.** The *Veneta Parks, Recreation, and Open Space Master Plan* identifies two drainage channels and a proposed 3-5 acre park within the Plan boundaries. Planning for these features will reduce the potential number of dwelling units allowed under any development scenario.



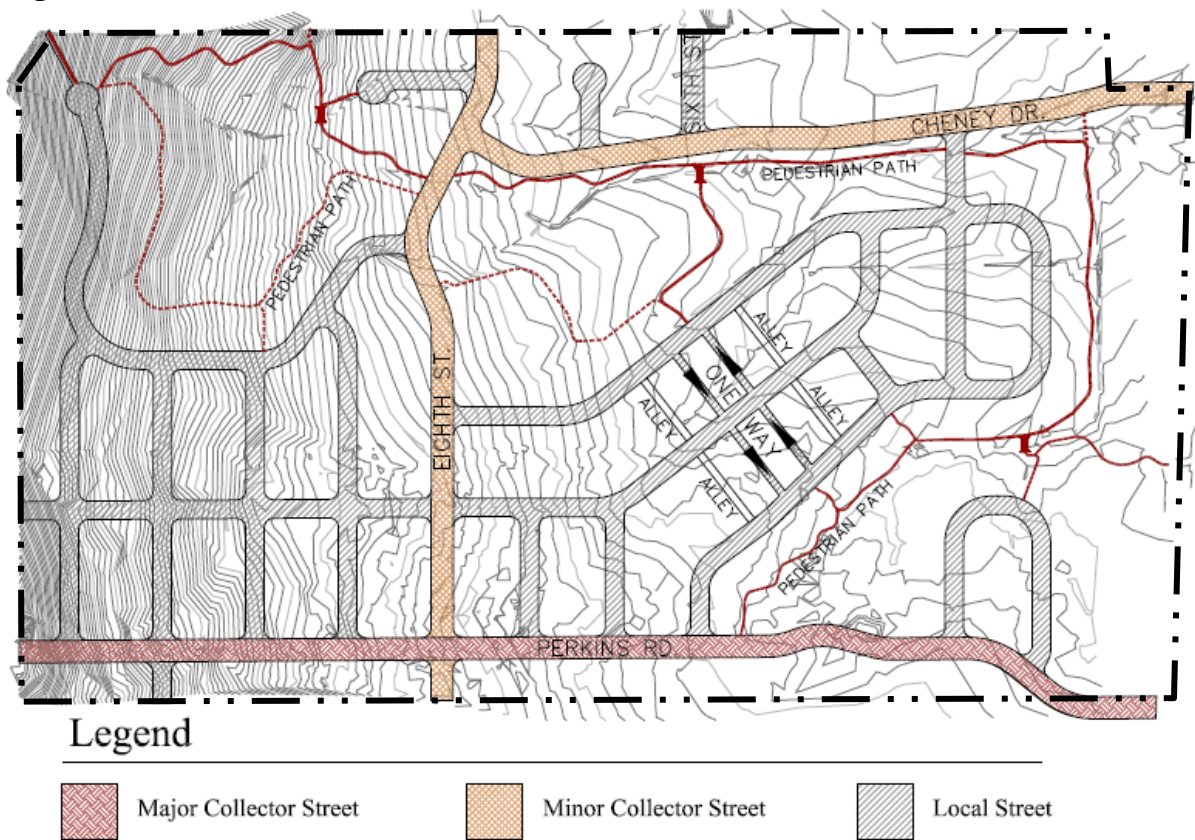
### III. Transportation

#### Circulation Summary

The Circulation Plan, Figure 11, , identifies the proposed extension of three designated Collector streets and three Local streets to link the Specific Plan area with the adjacent street system:

1. Westerly extension of Perkins Road (Major Collector) from Territorial Highway to the west site boundary.
2. Southerly extension of 8<sup>th</sup> Street (Minor Collector) from the north site boundary through the site to the south site boundary.
3. Westerly extension of Cheney Drive (Minor Collector) from Territorial Highway to 8<sup>th</sup> Street.
4. Southerly extension of 6<sup>th</sup> Street (Local street) from the north site boundary.
5. Westerly extension of an unnamed Local street to the west site boundary, north of the Perkins Road extension.

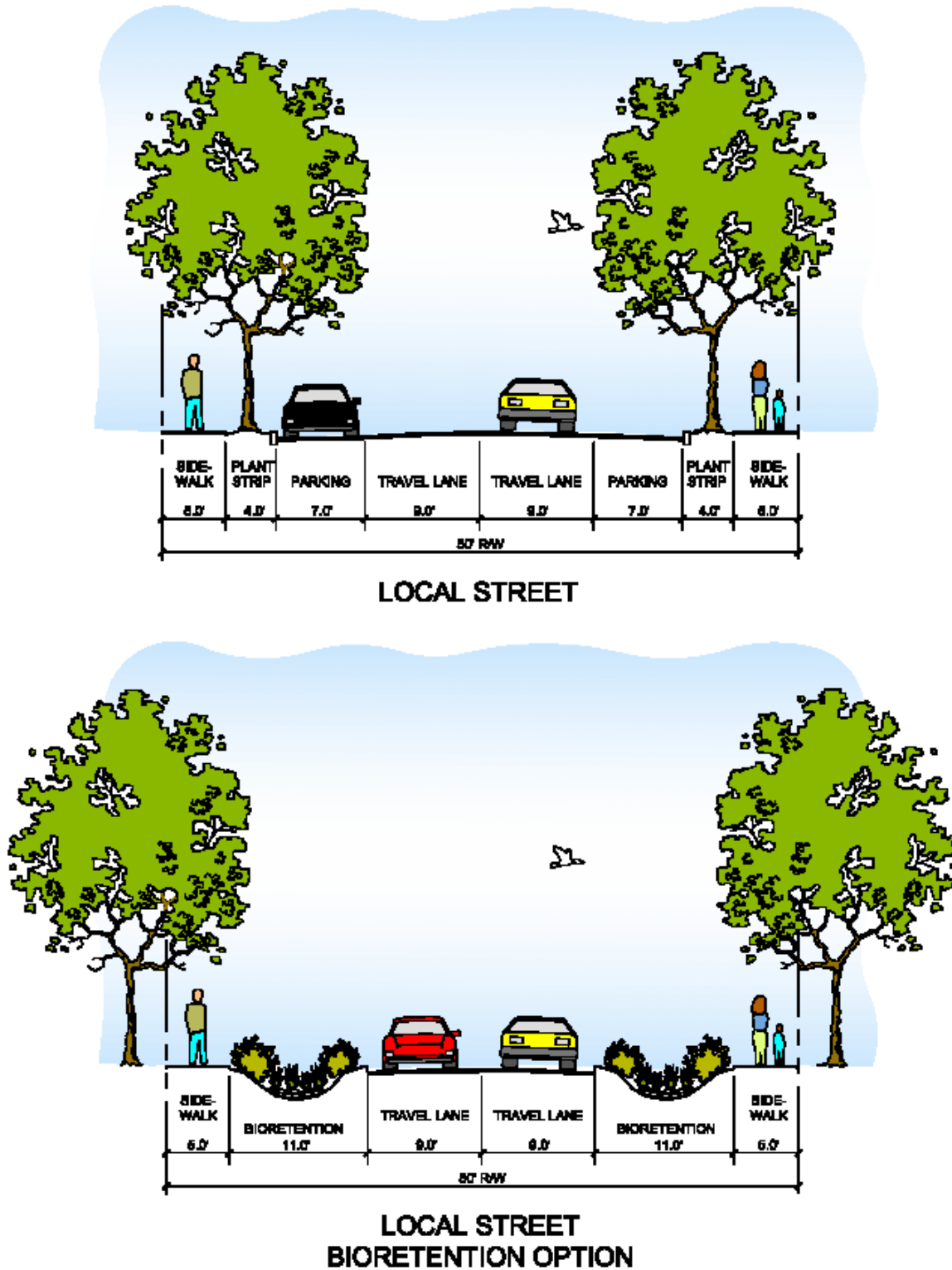
Figure 13. Street and Circulation Plan

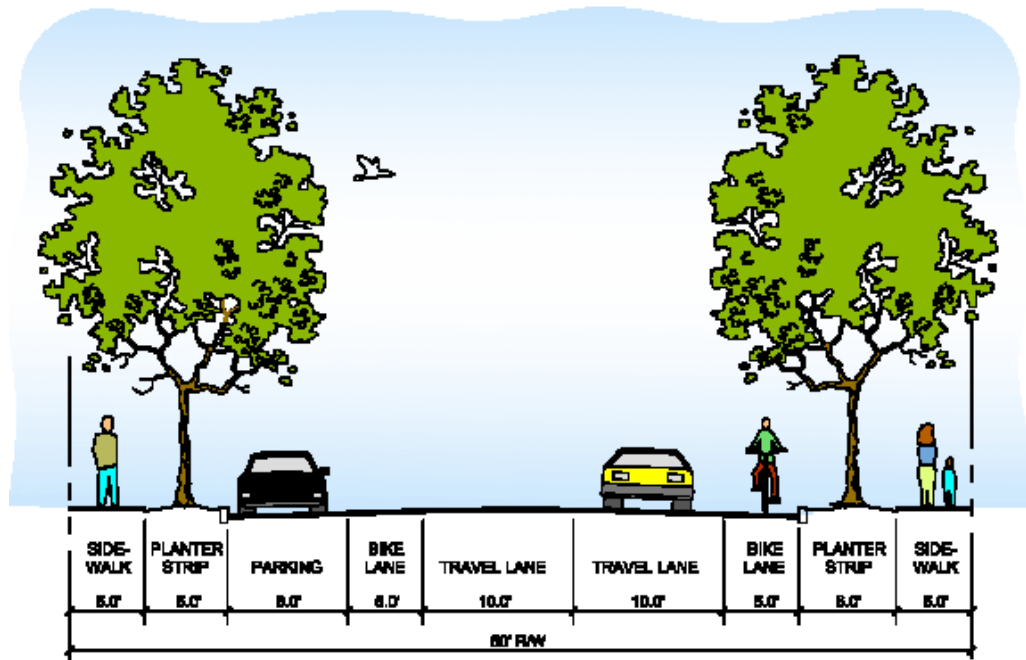


## Street Cross Sections

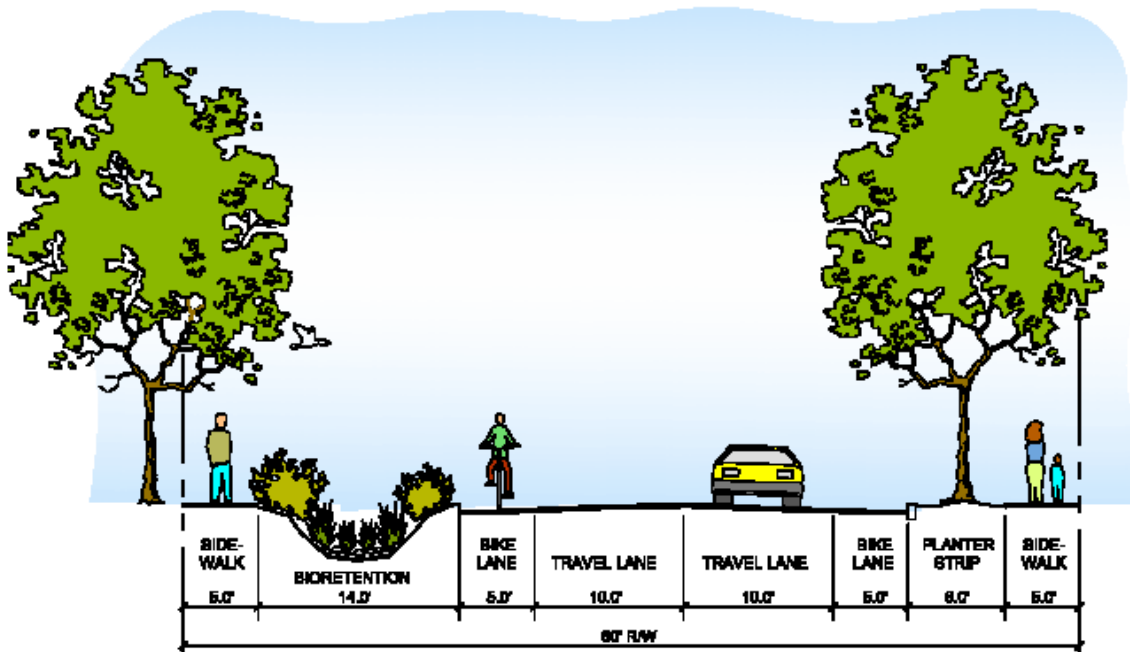
The following figure illustrates typical street cross sections that will be used in the Plan area.

Figure 14. Street Cross Sections



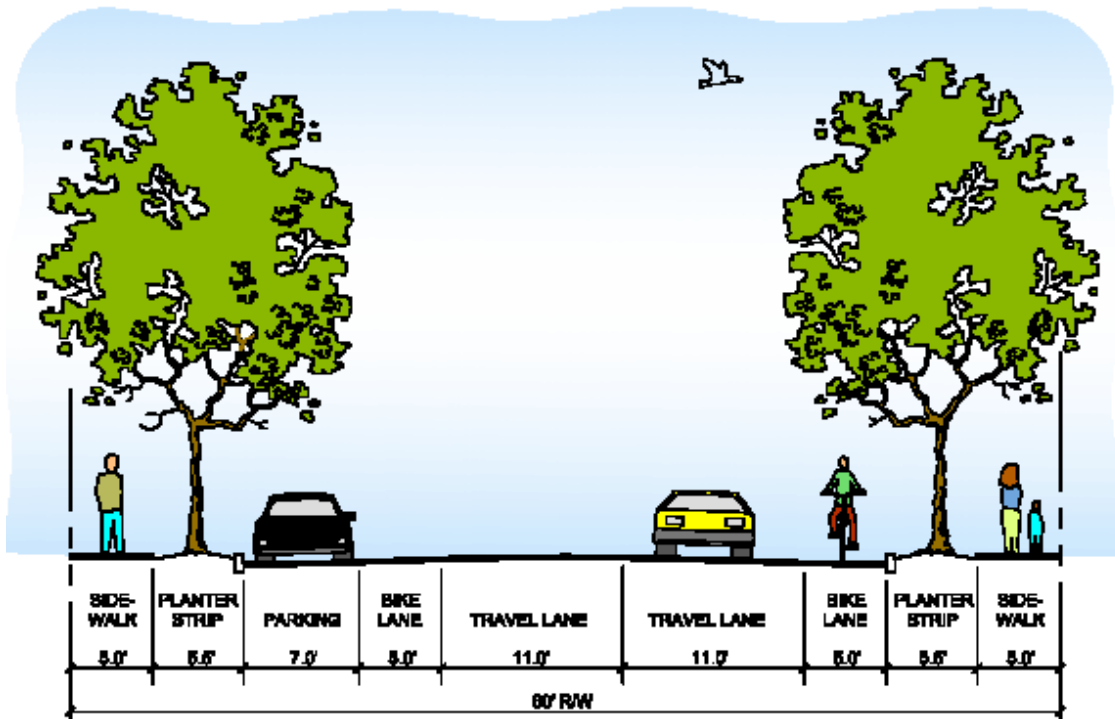


**MINOR COLLECTOR**

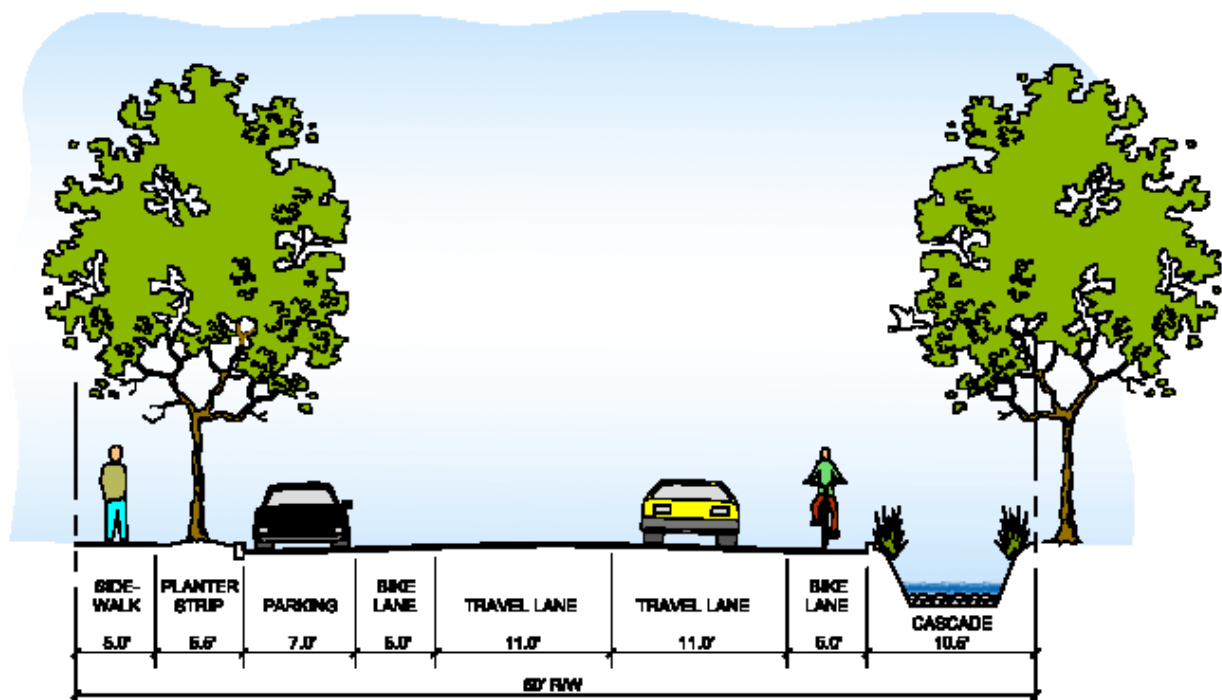


**MINOR COLLECTOR  
BIORETENTION OPTION**





**MAJOR COLLECTOR**



**MAJOR COLLECTOR  
CASCADE OPTION**

## IV. Development Standards

### Permitted Uses and Conditional Uses.

All uses permitted under the base zoning districts are also permitted in the Southwest Area Specific Plan subzone.

### Development Standards

Land Use shall be in compliance with the Conceptual Land Use Plan contained in Appendix A of this Plan and development shall meet the standards contained in Table 2 below:

**Table 2. Development Standards**

	Base Zone					Open Space Subzone in all Base Zones
	SFD	GR			CC	
		Standard Residential	Townhome	Multifamily		
Uses						
Allowed Uses	Detached single-family dwellings	Detached single-family dwellings  Duplexes on corner lots	Attached single-family dwellings (townhomes)	Attached single-family dwellings (townhomes)  Multifamily dwellings including condominiums	All uses allowed in the CC base zone	Parks and common open spaces for: (1) Active and passive recreation (2) Natural resource protection and conservation (3) Stormwater passage and detention
Conditional Uses	All Other Uses Allowed Outright or as Conditional Uses in the Base Zone					
Development Standards						
Setbacks**						
• Front	10 ft. min.	10 ft. min.	5 ft. min.	0 ft. min.	10 ft. max.*	
• Side	5 ft. min	5 ft. min.	0 ft. on attached side, 5 ft. min. on detached side	10 ft. min.	0 ft.	
• Rear	5 ft. min.	5 ft. min.	5 ft. min.	10 ft. min.	0 ft.	
•Garage	20 ft. min. from street r.o.w.  5 ft. min. from alley r.o.w.  Flush or recessed from the front facade. If detached from a dwelling(s), it must be of the same architectural style as the dwelling(s) it serves. Must have windows if facing a street.				5 ft. min. from alley r.o.w. Must be to the side or rear of the building	
Unenclosed Off-Street Parking				Only to the side or rear of all buildings.		

	Base Zone					Open Space Subzone in all Base Zones
	SFD	GR			CC	
		Standard Residential	Townhome	Multifamily		
Building Orientation	Main entry or porch must be oriented toward a street.		Main entry or porch must be oriented toward a street or abutting open space.		Main entry must be oriented toward a street.  Ground floor windows or doors are required along 60% of a building facade facing a street	
Maximum Lot Surface Covered by Buildings	40%	50%	80%	80%	80%	
Maximum Building Footprint Area	Governed by setbacks and maximum lot coverage.				20,000 sq. ft. each building	20,000 sq. ft. each building
Lot and Density Standards						
Maximum Net Density	7 units/acre	15 units/acre				
Maximum Gross Density	5.45 units/acre	10 units/acre	20 units/acre	20 units/acre		
Minimum Lot Size	6,000 sq. ft.	3,600 sq. ft. for detached single-family dwelling lots  5,000 sq. ft. for duplex lots on corners	1,600 sq. ft.	1,600 sq.ft. for attached single-family dwelling lots. 5,000 sq. ft. for duplex and multifamily dwelling lots.	0 sq. ft.	0 sq. ft.
Minimum Average Lot Size	Detached single-family lots within the Single-Family Residential Zone shall be a minimum of 6,000 square feet in size. Phased subdivision is allowed, but all lots within the Single-Family Residential Zone at any given time shall not exceed seven dwelling units per net acre (average lot size of at least 6,223 square feet).  Detached single-family lots within the General Residential Zone shall be a minimum of 3,600 square feet in size. Phased subdivision is allowed, but all detached single-family dwelling lots within the General Residential Zone at any given time shall not exceed 10.89 dwelling units per net acre.					
Minimum Lot Width	50 ft.	40 ft.	16 ft.	16 ft.	0 ft.	0 ft.

	Base Zone					Open Space Subzone in all Base Zones
	SFD	GR			CC	
		Standard Residential	Townhome	Multifamily		
Minimum Street Frontage	15 ft. for panhandle lots.		0 ft. for attached single-family dwelling lots that front on a park or common open area and have alley access.  16 ft. for all other attached single-family dwelling lots.			
	35 ft.for all other lots.	20 ft.for all other lots.		30 ft. for duplexes and multifamily dwelling lots.	30 ft.	0 ft.
Clear Vision Areas	Lots abutting an alley, entrance to a bicycle/pedestrian path, or access drive for rear panhandle lots shall maintain a 15 ft. triangular clear vision area adjacent to the ally, path entrance, or access drive. Two (2) sides of the triangular area shall be exterior property lines, with fifteen (15) foot leg lengths. When the angle of the portion of the intersection between streets and the access point is less than 30 degrees, the visual distance shall be 15 feet along the property line from the point of intersection. The third side of the triangle shall be an interior line connecting the two (2) exterior sides.					

\* Setback may be increased to a maximum of 20 ft. if the space between the building and sidewalk is developed with pedestrian amenities such as plazas, access paths, cafes, etc.

\*\* Required setbacks may be reduced at the City's discretion to allow for preservation and protection of trees, wetlands, or other natural features.

## Street Standards

Streets and paths shall be constructed in compliance with the Circulation Plan and street sections illustrated in Figure 12 in this Plan and to the standards of Table 3 below:

**Table 3. Street Standards**

Standard	Street Classification				
	Local One-Way	Local Two-Way	Minor Collector	Major Collector	Alley
<b>Right-of-Way Width</b>	20 ft.	50 ft.	60 ft.	60 ft.	16 ft.
<b>Roadway Paving Width*</b>	16 ft. (9 ft. travel lane, 7 ft. parking stalls)	32 ft. (9 ft. travel lanes, 7 ft. parking stalls)	39 ft. (11 ft. travel lanes, 5 ft. bike lanes, 7 ft. parking stalls)	39 ft. (11 ft. travel lanes, 5 ft. bike lanes, 7 ft. parking stalls)	12 ft.
<b>Motor Vehicle Parking Allowed</b>	one side	both sides	one side	one side	no
<b>Bicycle Lanes Required</b>	no	no	yes	yes	no
<b>Sidewalks Required</b>	One side (can be integrated with roadway if delineated with contrasting surface material or texture)	One side if a stormwater swale is located in the right-of-way or if there is a park or common open space with a parallel pedestrian path. Both sides in all other situations.			no

Standard	Street Classification				
	Local One-Way	Local Two-Way	Minor Collector	Major Collector	Alley
Sidewalk Width	4 ft. min.	5 ft. min.			n.a.
Landscaping	The remainder of the right-of-way, including the stormwater swale, shall be landscaped. Street trees shall be planted at an average spacing of no greater than 40 feet.				no
Maximum Block Length	600 ft. Greater length is allowed in order to minimize wetland crossings.				n.a.
Maximum Cul-de-Sac Length	No maximum length. Maximum of 20 lots facing the cul-de-sac.				n.a.
	Off-Street Bicycle/Pedestrian Paths				
Lighting	All parks, bicycle/pedestrian paths, and open spaces intended for public use shall be lighted as required by the City.				
Off-Street Bicycle/Pedestrian Paths	Paved bicycle/pedestrian paths shall be a minimum of 10 ft. wide or as otherwise approved by the City. Pathways required to serve as emergency access routes shall be a minimum of 14 ft. wide and engineered to support a load of 55,000 pounds. All paved paths shall be constructed of 5 in. of Portland Cement over approved base or as otherwise approved by the City. Soft surfaced paths shall be constructed with materials as required by the City.				

\* Roadway paving width can be reduced by an amount equal to the parking stall standard for portions of the roadway that have a stormwater detention facility replacing the on-street parking. Curbs on the “no-parking” side of a 20ft –wide one-way street shall be rolled to allow use of the abutting area by emergency vehicles.

### Phased Development.

Development in the Specific Development Plan Area may be constructed in phases. Approval of tentative subdivision plans that include phased development shall provide an estimated timeline for construction. Bonding for public improvements may occur for each phase provided that each phase will be substantially complete within itself. Any phase resulting in the construction of 30 or more units shall have at least two (2) points of access for emergency vehicles.

### Tree Removal.

Tree removal within the plan area shall be permitted concurrent with subdivision approval in accordance with *Veneta Municipal Code* Chapter 8.10. If subdivision plans include phased development, tree removal shall occur on a phase-by-phase basis.

### Geo-Technical Review Compliance.

A geotechnical study was conducted for 121 acres of the Plan area to determine whether residential development consistent with the Land Use Plan is within the carrying capacity of the land. That study is entitled *Geotechnical Investigation/Report, Southwest Area Plan* and is contained in this Plan as Appendix C. It concludes that, from a geotechnical standpoint, the Plan area is suitable for the proposed development provided the recommendations contained in the report are incorporated into the design and construction. The geotechnical analysis required by Section 5.25 of the *Veneta Land Development Ordinance No. 417* does not need to be repeated during any land division or development review if the recommendations contained in the report are incorporated into the design and construction of residential development. Notwithstanding the provisions of Section 5.25 of the *Veneta Land Development Ordinance No. 417*, the following

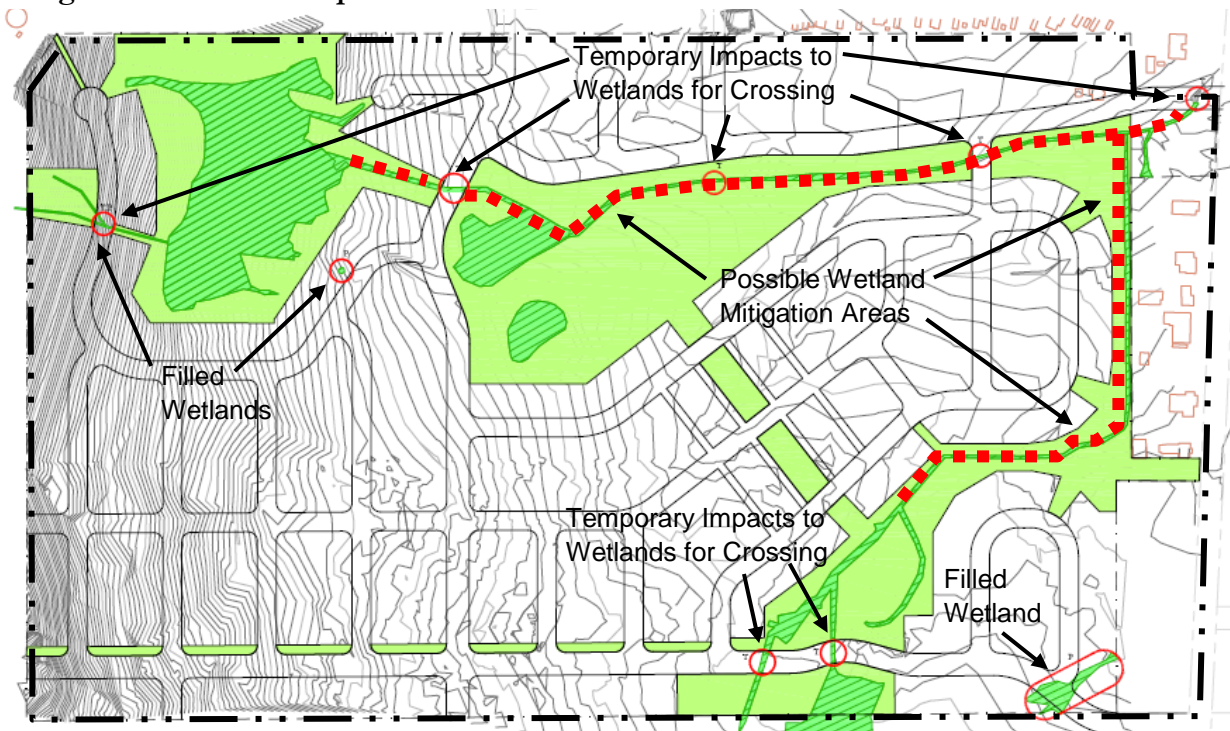
development is authorized in connection with implementing the Southwest Neighborhood Specific Plan:

- (i) Development undertaken in compliance with the recommendations of the *Geotechnical Investigation/Report, Southwest Area Plan* by Northwest Geotech Inc., dated March 3, 2005, contained in Appendix B of this Plan.
- (ii) Development authorized through the provisions of Section 5.25 of the *Veneta Land Development Ordinance No. 417*.

### Wetlands.

Delineated wetlands in the Plan area, as concurred by the Oregon Division of State Lands, are identified in Figure 13 of this Plan below. Wetland fill of three areas totaling 0.178 acres and temporary impacts for the purpose of roadway or utility crossing and mitigation on abutting open space as shown in Figure 13 is authorized in connection with implementing the *Southwest Area Specific Plan* by virtue of an approved wetland variance V-12-05 by the Veneta Planning Commission and Veneta City Council. Approval by the Oregon Division of State Lands is required prior to any fill or alteration of any wetland under the jurisdiction of the State.

**Figure 15. Wetland Impacts**



### Utilities

All utilities shall be placed underground except those that, by their very nature and function, must be placed above ground.

**Neighborhood Commercial Standards.**

Neighborhood commercial developments shall comply with Section 8.20 (6), in addition to the standards in this section. Neighborhood commercial development is allowed in all areas zoned commercial on the City Zoning Map. Second floor office and residential uses are allowed and encouraged. The following design standards apply to the neighborhood commercial parcels:

- (i) Commercial buildings shall be oriented toward the street. If the site fronts on more than one street, the building shall have its primary orientation toward the street with the highest TSP classification. A zero (0) front yard setback is permitted. A maximum setback of twenty (20) feet is allowed if the space between the building and the sidewalk is enhanced with pedestrian amenities such as a plaza, sidewalk café, etc. If no pedestrian amenities are provided, the maximum setback shall be ten (10) feet.
- (ii) Commercial buildings shall have main entrances oriented to the abutting street. If the site fronts on more than one street, the building shall have its main entrance oriented toward the street with the highest TSP classification. Ground floor windows or doors are required along at least 60 percent of the facade length facing a street.
- (iii) Off-street parking shall be located to the side and/or rear of the buildings. On-street parking abutting the commercial parcel street frontages may count toward off-street parking requirements.



## V. Implementation Strategy

### Implementation

Implementation of the Plan will be through the following actions:

- Adoption of this Plan document.
- Adoption of a Specific Plan Map for the Southwest Area, attached to this Plan.
- Review and approval for limited wetland fill and alteration under Section 18.10, Wetland Protection, of the *Veneta Municipal Code*. This review was completed and approval granted under V-12-05.
- Adoption of amendments to Section 4.14(7)(b) of the *Veneta Land Development Ordinance No.417*.
- Land use reviews and approvals, such as subdivision, tree removal, and site plan reviews, necessary to develop the Plan area in accordance with the Veneta Municipal Code subsequent to adoption or approval of the previous implementation actions.

# **Appendix A.**

## **Southwest Area Specific Plan Land Use Map**

# **Appendix B.**

## **City Council Plan Adoption Order and Conditions of Approval**

# **Appendix C.**

## **Geotechnical Investigation/Report Southwest Area Plan**